

Information for File #2015-03371-TJH

Applicant: Canadian Pacific Railroad

Corps Contact: Tom Hingsberger

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Phone: (651) 290-5367

Primary County: Washington, Minnesota

Sections: 7, 18, 17, 20, 21

Township: 27N

Range: 21W

Information Complete On: August 3, 2015

Posting Expires On: October 5, 2015

Authorization Type: LOP-05-MN

This application is being reviewed in accordance with current practices for documenting Corps jurisdiction under Section(s) 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act.

We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are subject to Corps of Engineers jurisdiction under Section(s) 9 & 10 of the Rivers and Harbors Act of 1899 and/or Section 404 of the Clean Water Act. If an approved jurisdictional determination is completed as part of the review process for this application, a copy will be posted on the St. Paul District web page at the following link:
<http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

Project Includes: Construction of a new rail siding extension, a new main line track segment, and realigned access roads at the Canadian Pacific Rail Yard located in Cottage Grove, Minnesota.

PROJECT DESCRIPTION AND PURPOSE: Canadian Pacific (CP) proposes to expand their rail yard in Cottage Grove to accommodate 10,000 linear feet of rail car capacity along a newly aligned siding track. The existing siding is 3,500 feet in length and would be extended approximately 2,600 feet to the east on the south side of the main line track. In addition, a new offset main line track 6,000 feet in length would be constructed to the west of the existing yard along the north side of the existing main line. The existing main line segment would then become the siding track extension to the west of the rail yard.

The purpose of the project is to expand capacity to meet the shipping needs of local, regional, and nationwide clients by extending the existing siding to allow for efficient operations of longer trains on this section of the River Subdivision main line track which extends from St. Paul, Minnesota to Donehower, Minnesota. The River Subdivision is a main east-west transportation route for the CP.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT

TO LOSS: Fill material would be discharged into Wetland Basins 2, 5, 6, 7, and 8 at the locations shown on the attached drawings. The wetland types and vegetative communities that would be filled are approximately 0.05 acre of Type 1 Seasonally flooded wetlands, 0.14 acre of Type 2 Wet meadow wetlands, and 0.46 acre of Type 3 shallow marsh wetlands. The project would result in the permanent loss of 0.65 acre of wetlands that are part of the tributary system of the Mississippi River.

ALTERNATIVES CONSIDERED: No-build, shorter siding length, and alternative location alternatives were considered and eliminated by the applicant. The no-build alternative would not meet the applicant's project purpose and need to increase capacity and efficiency in transporting freight by rail due to increasing demand. A shorter siding length would fail to meet CP's operational requirements to accommodate trains of up to 10,000 feet. An alternate location fails to take advantage of the siding, main line tracks, and infrastructure that exists at their Cottage Grove facility. Construction of 10,000 feet of track at an alternate location would result in additional construction activity, environmental impacts, material, and cost.

IMPACT MINIMIZATION: The preferred alternative was designed and sited to reduce wetland impacts by minimizing embankment side slopes to lessen the lateral extent of construction and reduce wetland impacts. The applicant has proposed embankment side slopes of 2:1 (H:V) instead of 3:1. A 15-foot offset would be used from the existing track center to the proposed track center instead of a 20-foot offset. A 15-foot offset between track centers is the minimum track center spacing that would safely allow freight trains along the main track to pass trains along the siding track. The applicant has stated that the amount of fill associated with their preferred alternative is the minimum amount required to maintain a stable grade and to ensure safe operation.

COMPENSATORY MITIGATION: Compensatory mitigation for the permanent loss of 0.65 acre of wetlands located within the Mississippi River Watershed is required. 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.

2015 NETWORK CAPACITY

COTTAGE GROVE SWITCHING LEAD EXTENSION RIVER SUBDIVISION MP 399.0

CANADIAN PACIFIC

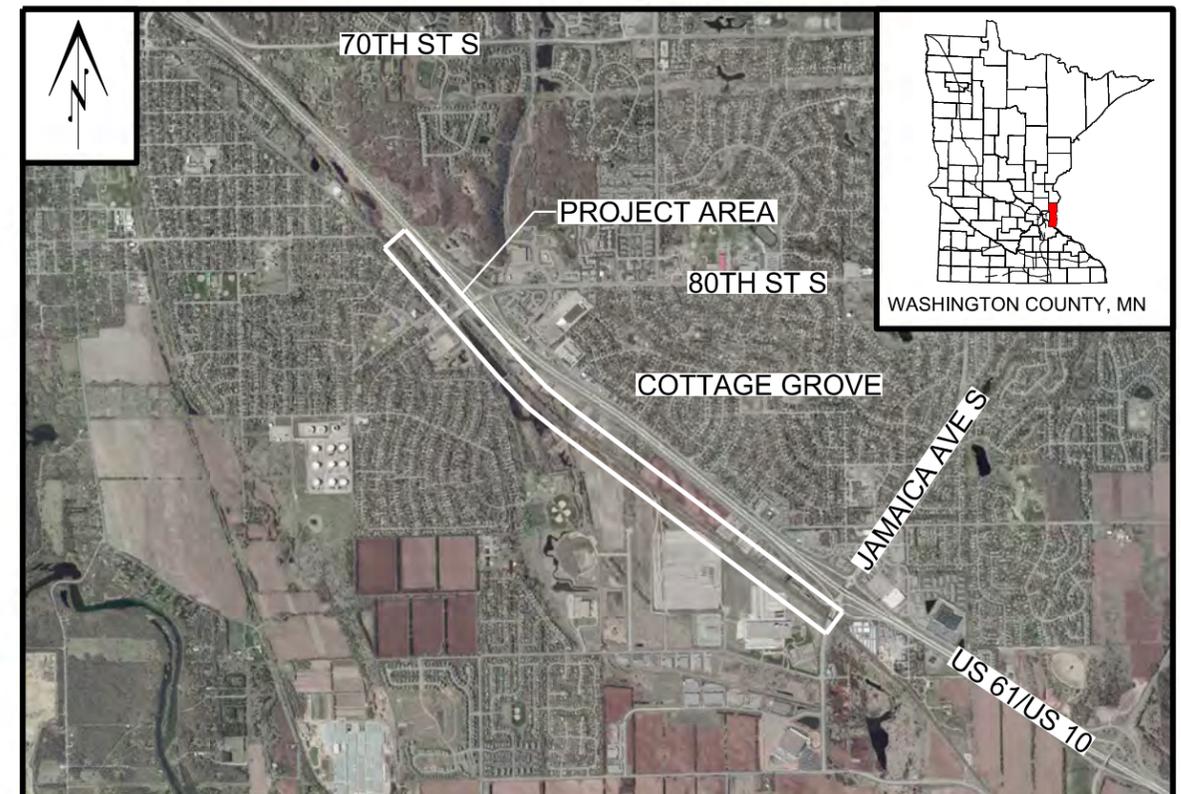
PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

ISSUED FOR JURISDICTIONAL REVIEW

ISSUE DATE: AUGUST 3, 2015

SHEET #	SHEET TITLE	SHEET DESCRIPTION
GENERAL		
1	G-100	COVER SHEET
2	G-101	KEY PLAN, NOTES, ABBREVIATIONS AND SYMBOLS
3	G-102	SWPPP, EROSION AND SEDIMENT CONTROL NOTES
TYPICAL SECTIONS		
4	TS-101	TYPICAL SECTIONS
5	TS-102	TYPICAL SECTIONS
6	TS-103	TYPICAL SECTIONS
WETLAND IMPACTS		
7	WT-101	WETLAND IMPACTS
8	WT-102	WETLAND IMPACTS
9	WT-103	WETLAND IMPACTS
10	WT-104	WETLAND IMPACTS
11	WT-105	WETLAND IMPACTS
12	WT-106	WETLAND IMPACTS
13	WT-107	WETLAND IMPACTS
14	WT-108	WETLAND IMPACTS
15	WT-109	WETLAND IMPACTS

CROSS SECTIONS		
16	XS-101	CROSS SECTIONS
17	XS-102	CROSS SECTIONS
18	XS-103	CROSS SECTIONS
19	XS-104	CROSS SECTIONS
20	XS-105	CROSS SECTIONS
21	XS-106	CROSS SECTIONS
22	XS-107	CROSS SECTIONS
23	XS-108	CROSS SECTIONS
24	XS-109	CROSS SECTIONS
25	XS-110	CROSS SECTIONS
26	XS-111	CROSS SECTIONS
27	XS-112	CROSS SECTIONS
28	XS-113	CROSS SECTIONS
29	XS-114	CROSS SECTIONS
30	XS-115	CROSS SECTIONS
31	XS-116	CROSS SECTIONS
32	XS-117	CROSS SECTIONS
33	XS-118	CROSS SECTIONS
34	XS-119	CROSS SECTIONS
35	XS-120	CROSS SECTIONS
36	XS-121	CROSS SECTIONS



AECOM

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PROJECT NUMBER: 60337808-4000
DRAWING NUMBER: G-100
ISSUE/REVISION:

D SIZE 22" x 34" (558.8mm x 863.6mm)

Loght:

PLOT:

AECOM FILE NAME: 60337808-4000-41b.dgn



WETLAND IMPACTS (BASED ON ON-SITE DELINEATION)

WETLAND	IMPACT AREAS	WETLAND TYPE
W2	6,098	Type 2
W5	19,985	Type 3
W6	1,013	Type 1
W7	593	Type 1
W8	972	Type 1
SF	28,661	
ACRES	0.66	

GENERAL NOTES

- THE EXISTENCE, LOCATION AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE ARE NOT GUARANTEED. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION AND ELEVATION OF ALL SUCH UTILITIES AND/OR STRUCTURES AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
- UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY OTHERS. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTACT.
- THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- ENVIRONMENTAL PROTECTION MEASURES AND PROCEDURES SHALL BE AS PER CP'S ENVIRONMENTAL GUIDELINES. ALSO, THE FOLLOWING MITIGATION MEASURES WILL BE IMPLEMENTED TO PROTECT WATER QUALITY AND FISH HABITAT WITHIN THE CORRIDOR.

CONTRACTOR SHALL SECURE THE PROJECT SITE AREA TO PREVENT ACCESS TO NON-CONSTRUCTION PERSONNEL. THIS WILL ENTAIL DELINEATING THE AREA OF PROPOSED CONSTRUCTION ACTIVITIES.

EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES, BE MAINTAINED THROUGHOUT CONSTRUCTION AND REMAIN IN PLACE UNTIL ALL DISTURBED AREAS ARE FULLY STABILIZED.

ALL ACTIVITIES, INCLUDING MAINTENANCE PROCEDURES, SHALL BE CONTROLLED TO PREVENT THE ENTRY OF PETROLEUM PRODUCTS, DEBRIS, RUBBLE, CONCRETE OR OTHER DELETERIOUS SUBSTANCES INTO WATERCOURSE.

ALL VEHICULAR REFUELING AND MAINTENANCE WILL BE CONDUCTED AWAY FROM THE WATERCOURSES TO PREVENT CONTAMINATION OF SURFACE WATERS FROM POTENTIAL SPILLS. IN ADDITION, A SPILL KIT CONTAINING SUITABLE COMMERCIALY AVAILABLE ABSORBENT MATERIAL WILL BE STORED IN-SITE AND ACCESSIBLE, IN THE EVENT A SPILL WERE TO OCCUR.

- CONTRACTOR MUST MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MAINTAINING, & REMOVING ANY TEMPORARY FACILITIES NECESSARY TO ACCESS THE SITE, INCLUDING, BUT NOT LIMITED TO, FENCES, GATES, CULVERTS, GRANULAR, SILT FENCES, & TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING ACCESS TO THE SITE.
- ALL ACCESS WAYS MUST BE MAINTAINED TO A LEVEL THAT WILL PERMIT PASSAGE BY CP MAINTENANCE, ENGINEERING AND OPERATIONS VEHICLES AT ALL TIMES.
- THE CONTRACTOR MUST LIMIT MOVEMENT OF CONSTRUCTION TRAFFIC TO WITHIN THE CONSTRUCTION LIMITS, ANY AND ALL DAMAGE TO EXISTING FACILITIES (INCL, BUT NOT LIMITED TO FENCES, PAVEMENT, CULVERTS, ETC.) WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- ALL RAILWAYS SIGNS THAT MUST BE REMOVED SHALL BE RE-INSTALLED IMMEDIATELY, ALL TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR MUST NOT ENTER ADJACENT PROPERTIES WITHOUT THE APPROVAL OF THE ENGINEER.
- ALL STATIONING REFERENCES PROPOSED SIDING TRACK.
- RIGHT OF WAY LINES ARE APPROXIMATE AND BASED ON CP VALUATION SECTION MAPS.
- ALL TRACK WORK TO BE PERFORMED BY CANADIAN PACIFIC FORCES.

SURVEY NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL CONTROL POINTS PRIOR TO THEIR USE. ALSO, THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTING AND/OR REPLACING ANY CONTROL POINTS THAT ARE DAMAGED OR DESTROYED BY OPERATIONS.
- EXISTING TOP OF RAIL AND TOPOGRAPHY SURVEY PERFORMED BY LANDFORM.
- THE DATUM IS NAD83 (HORIZONTAL) AND NAVD88 (VERTICAL) DERIVED FROM NGS OPUS SOLUTIONS ON THE MINNESOTA STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, (US SURVEY FEET).

CONTROL POINTS TABLE

POINT #	NORTHING	EASTING	ELEV.
1	990924.9	2900797	788.552
3	990924.9	2892761	788.042

ABBREVIATIONS

AH	AHEAD	MIN.	MINIMUM
BC	BEGIN CURVE	MI./MI.	MILEAGE
BH	BORE HOLE	MSE	MECHANICALLY STABILIZED EARTH
BK	BACK	O/H OR OH	OVERHEAD
BM	BENCH MARK	PC	POINT OF CURVE
CB	CATCH BASIN	PI	POINT OF INTERSECTION
CL	CENTER LINE	PS	POINT OF SWITCH
CLF	CHAIN LINK FENCE	PVC	POINT OF VERTICAL CURVE
CSP	CORRUGATED STEEL PIPE	PVT	POINT OF VERTICAL TANGENT
CONC	CONCRETE	R	RADIUS
CP	CONTROL POINT	r	RATE OF CHANGE
CULV	CULVERT	RCP	REINFORCED CONCRETE PIPE
Dc	DEGREE OF CURVE	R/H	RIGHT HAND
DWG	DRAWING	ROW	RIGHT OF WAY
Ea	ACTUAL SUPER ELEVATION	SC	SPIRAL TO CURVE
EL./ELEV.	ELEVATION	ST	SPIRAL TO TANGENT
EX./EXIST.	EXISTING	STM	STORM SEWER
FFE	FINISHED FLOOR ELEVATION	STA.	STATION
GRAN.	GRANULAR	TAN	TANGENT
HDPE	HIGH DENSITY POLYETHYLENE	T/R	TOP OF RAIL
INV.	INVERT (PIPE OR DITCH)	TS	TANGENT TO SPIRAL
Lc	LENGTH OF CURVE	T/O	RAILWAY TURN OUT
L/H	LEFT HAND	TP	TEST PIT
LOD	LIMIT OF DISTURBANCE	TYP.	TYPICAL
Ls	LENGTH OF SPIRAL	XING	RAILWAY CROSSING
LST	LAST SWITCH TIMBER	V	VELOCITY
MH	MANHOLE	VAR.	VARIES OR VARIABLE
MAX	MAXIMUM	Ø	DIAMETER
MID.	MIDDLE		

EXISTING PLAN SHEET LEGEND PROPOSED

19+00	397	20+00	MILE POST	70+00	71+00
---		---	TRACK	---	---
---		---	TRACK TO BE REMOVED	---	---
---		---	TRACK TO BE SHIFTED	---	---
			POINT OF SWITCH		
			CURVE NAME		
---		---	INSPECTION/ACCESS ROAD	---	---
---		---	UNDERGROUND ELECTRIC	---	---
---		---	UNDERGROUND FIBER OPTIC CABLE	---	---
---		---	UNDERGROUND TELEPHONE	---	---
---		---	OVERHEAD ELECTRICAL	---	---
---		---	OVERHEAD TELEPHONE	---	---
---		---	SANITARY SEWER	---	---
---		---	SIGNAL & COMMUNICATION	---	---
---		---	GAS	---	---
---		---	WATER	---	---
---		---	STORM DRAIN	---	---
---		---	STORM SEWER INLET	---	---
---		---	FENCE	---	---
---		---	APPROXIMATE RIGHT OF WAY	---	---
---		---	LIMIT OF DISURBANCE	---	---
---		---	SILT FENCE	---	---
---		---	RIP RAP / ROCK STABILIZATION	---	---
---		---	WETLANDS	---	---
---		---	FEMA FLOOD BOUNDARY	---	---
---		---	TREES	---	---
---		---	SURVEY CONTROL POINT	---	---
---		---	SOIL BORING	---	---

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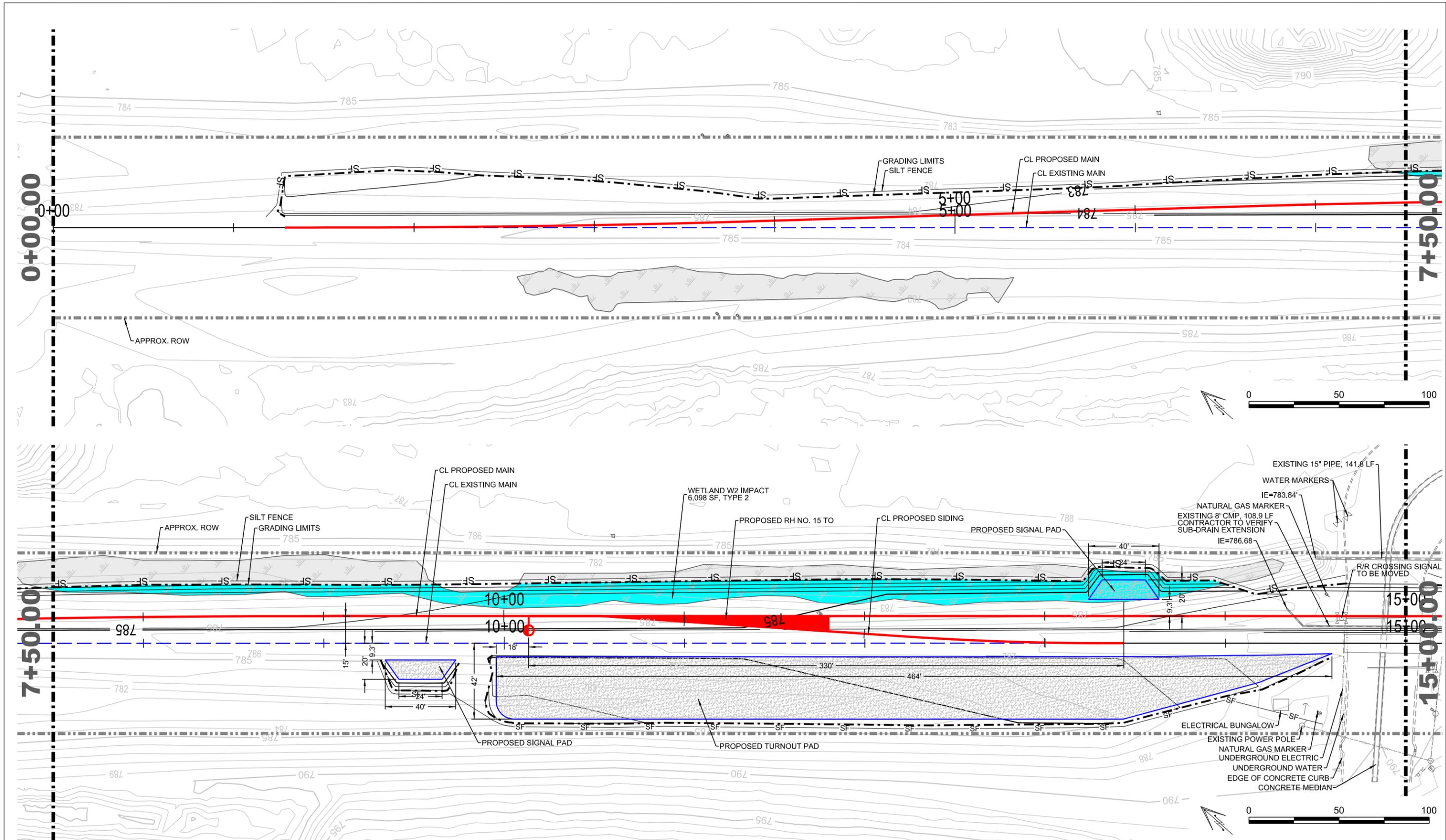
2015-03371-TJH, 2 of 11

CANADIAN PACIFIC

PROJECT SERVICES - US WEST NETWORK CAPACITY ENGINEERING SERVICES

US DIVISION MILE 399.0 RIVER SUBDIVISION
COTTAGE GROVE SWITCHING LEAD EXT
KEY PLAN, NOTES, ABBREVIATIONS AND SYMBOLS

DWG BY:	CHK BY:	SHEET NO.:	2 OF 36
APPROVED BY:		DATE:	JULY 31, 2015
DIR. PROJECT SERVICES - US:		AECOM PLAN NO.:	G-101
		REV	



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AECOM PROJECT NO: 60337808-4000

DRN	CHK	DES	ENG	IDR	APP
NRW	ESB	RPR	RPR		

PROFESSIONAL SEALS

2015-03371-TJH, 3 of 11

R	YYMMDD	REVISION DESCRIPTION	BY

CANADIAN PACIFIC

PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

US DIVISION MILE 399.0 RIVER SUBDIVISION
**COTTAGE GROVE SWITCHING LEAD EXT
WETLAND IMPACTS**

0+00.00 TO 15+00.00

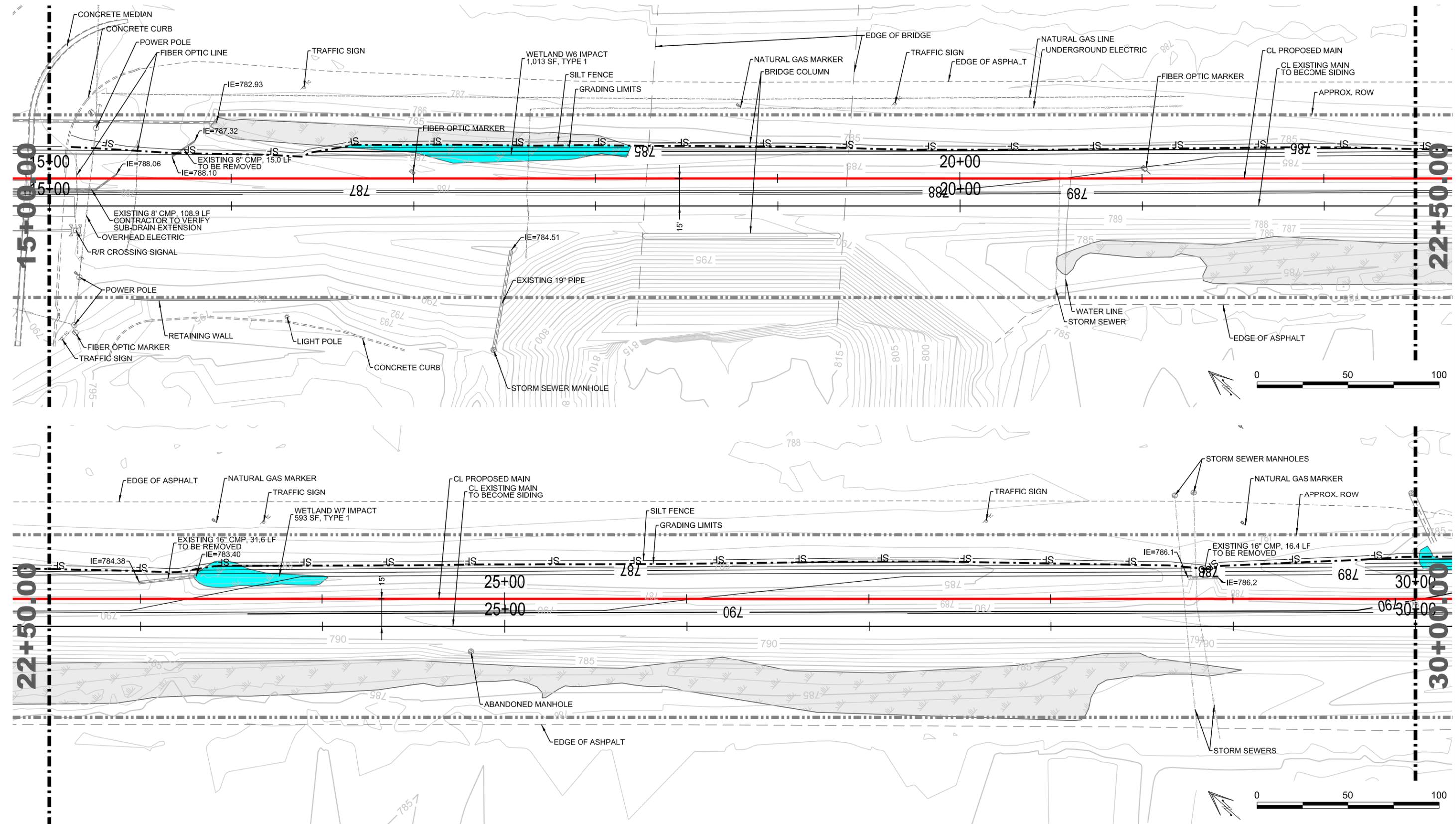
DWG BY:	CHK BY:	SHEET NO.:	7 OF 36
APPROVED BY:		DATE:	JULY 31, 2015
DIR. PROJECT SERVICES - US:		AECOM PLAN NO.:	WT-101
		REV	

D SIZE 22" x 34" (565.8mm x 863.6mm)

Logit:

PLOT:

AECOM FILE NAME: 60337808-4000-4tbl.dgn



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AECOM PROJECT NO: 60337808-4000

DRN	CHK	DES	ENG	IDR	APP
NRW	ESB	RPR	RPR		

PROFESSIONAL SEALS

2015-03371-TJH, 4 of 11

R	YYMMDD	REVISION DESCRIPTION	BY

CANADIAN PACIFIC

PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

US DIVISION MILE 399.0 RIVER SUBDIVISION
**COTTAGE GROVE SWITCHING LEAD EXT
WETLAND IMPACTS**

15+00.00 TO 30+00.00

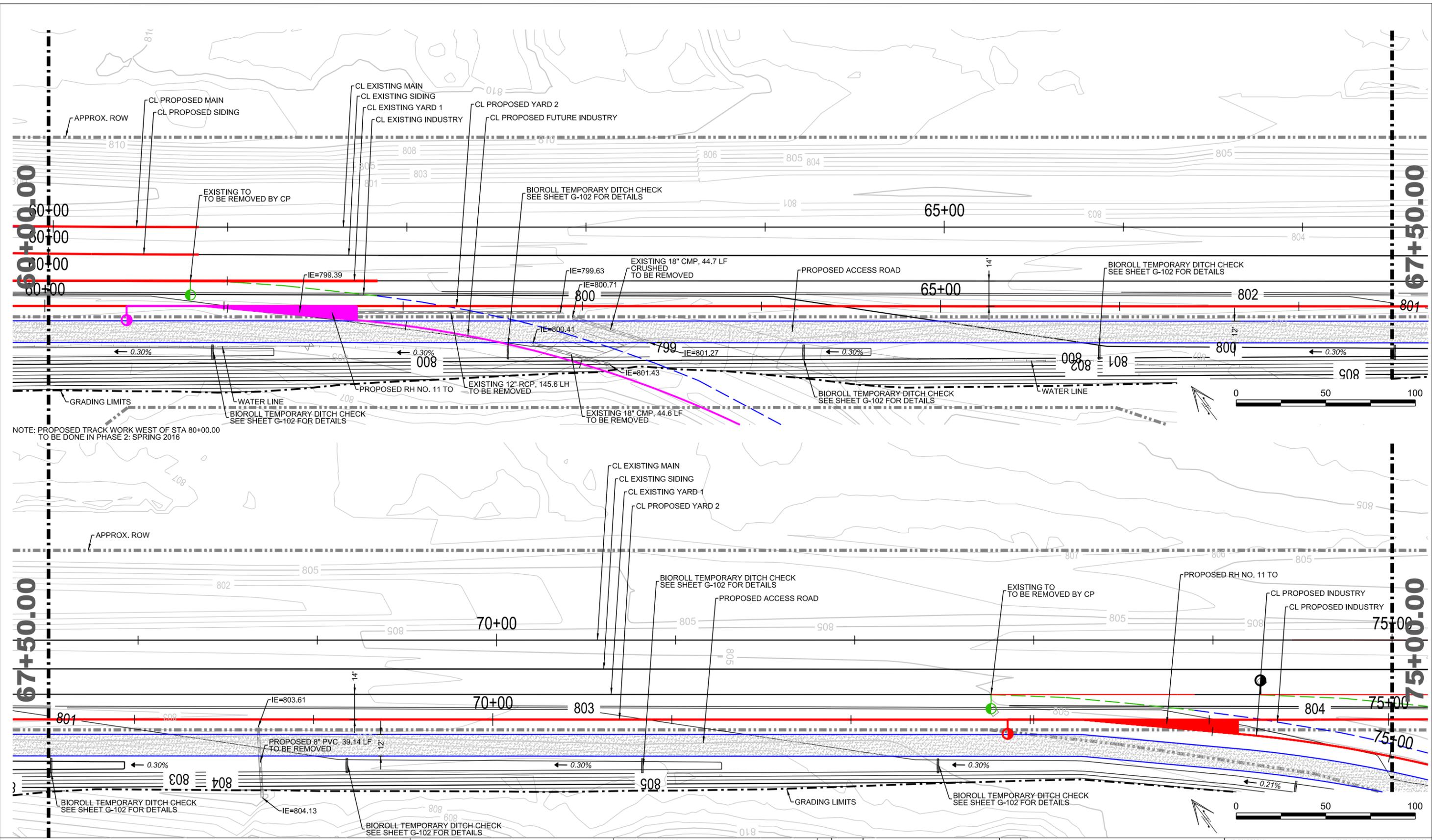
DWG BY:	CHK BY:	SHEET NO.: 8 OF 36
APPROVED BY:	DATE: JULY 31, 2015	
DIR. PROJECT SERVICES - US:	AECOM PLAN NO: WT-102	REV

D SIZE 22" x 34" (558.8mm x 863.6mm)

Loght:

PLOT:

AECOM FILE NAME: 60337808-4000-11b.dgn



NOTE: PROPOSED TRACK WORK WEST OF STA 80+00.00 TO BE DONE IN PHASE 2: SPRING 2016

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AECOM PROJECT NO: 60337808-4000

DRN	CHK	DES	ENG	IDR	APP
NRW	ESB	RPR	RPR		

PROFESSIONAL SEALS

2015-03371-TJH, 7 of 11

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PROJECT SERVICES - US WEST NETWORK CAPACITY ENGINEERING SERVICES

US DIVISION MILE 399.0 RIVER SUBDIVISION COTTAGE GROVE SWITCHING LEAD EXT WETLAND IMPACTS

60+00.00 TO 75+00.00

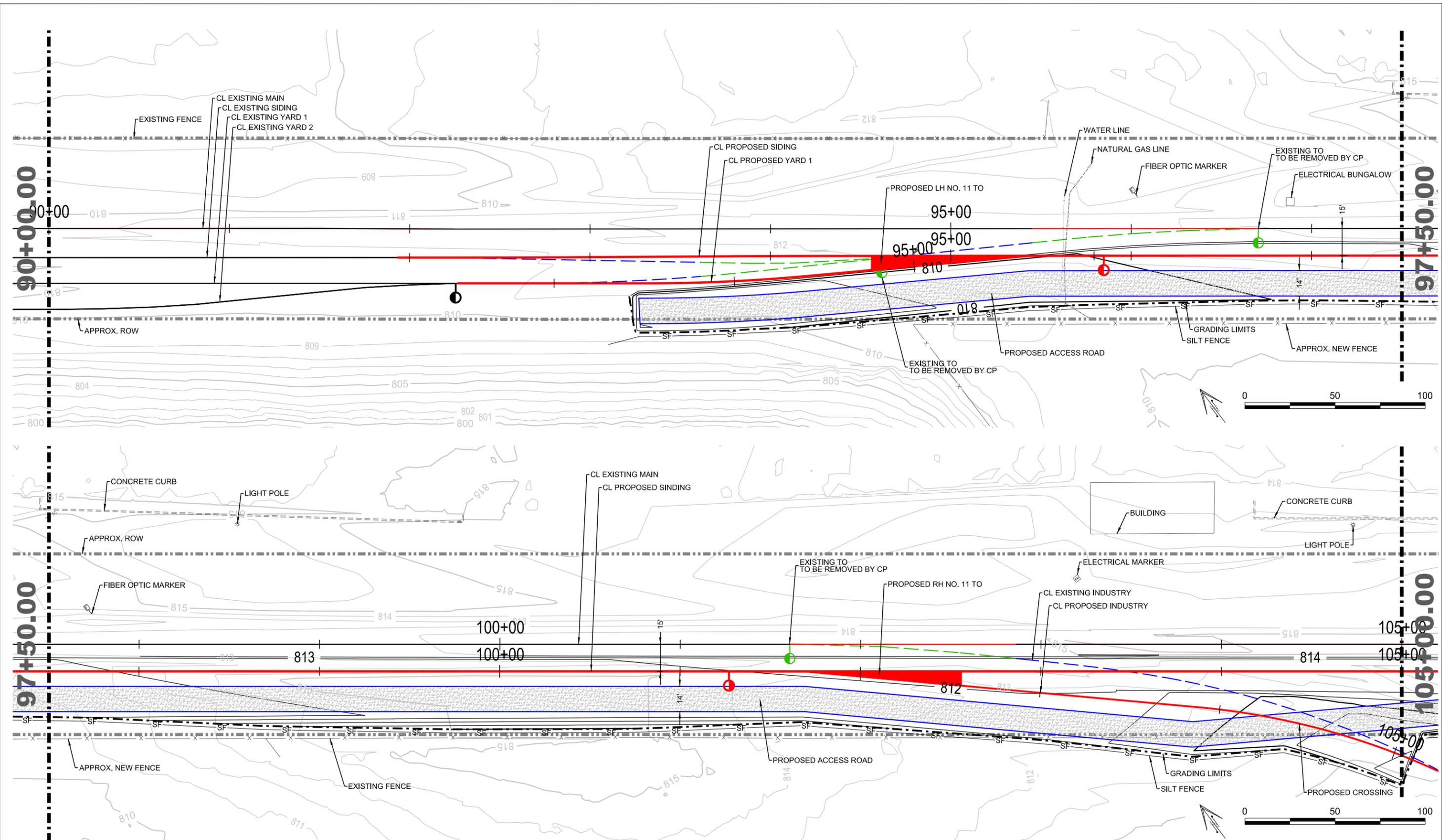
DWG BY:	CHK BY:	SHEET NO.:	11 OF 36
APPROVED BY:		DATE:	JULY 31, 2015
DIR. PROJECT SERVICES - US:		AECOM PLAN NO.:	WT-105
		REV	

D SIZE 22" x 34" (558.8mm x 863.6mm)

Light:

PLOT:

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DRN	CHK	DES	ENG	IDR	APP
NRW	ESB	RPR	RPR		

PROFESSIONAL SEALS

2015-03371-TJH, 9 of 11

R	YYMMDD	REVISION DESCRIPTION	BY

CANADIAN PACIFIC

PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

US DIVISION MILE 399.0 RIVER SUBDIVISION
**COTTAGE GROVE SWITCHING LEAD EXT
WETLAND IMPACTS**

90+00.00 TO 105+00.00

DWG BY:	CHK BY:	SHEET NO.:	13 OF 36
APPROVED BY:		DATE:	JULY 31, 2015
DIR, PROJECT SERVICES - US:		AECOM PLAN NO.:	WT-107
		REV	

