



US Army Corps
of Engineers
St Paul District

APPLICANT: Canadian Pacific
Railway

Public Notice

ISSUED: 14 April 2014

EXPIRES: 05 May 2014

REFER TO: 2013-01796-ADB

SECTION:404 - Clean Water Act

1. APPLICATION FOR PERMIT TO DISCHARGE DREDGED AND FILL MATERIAL WETLANDS DIRECTLY ABUTTING THE MISSISSIPPI RIVER FOR THE PURPOSE OF MODIFYING/EXTENDING THE ST. PAUL RAILROAD YARD.

2. SPECIFIC INFORMATION.

APPLICANT'S ADDRESS: Canadian Pacific Plaza
120 South 6th Street, Suite 900
Minneapolis, MN 55402

AGENT: Matt Wassman TKDA AGENT'S ADDRESS:
444 Cedar Street, Suite 1500
St. Paul, MN 55101

PROJECT LOCATION: The project site is located to the west of Highway 61, east of Pigs Eye Lake, North of Highway 494, in Sections 14 and 23. 7, T. 28N., R. 22W., Ramsey County, Minnesota. The approximate decimal degree coordinates for this site are Latitude 44.926718, Longitude -93.035239.

DESCRIPTION OF PROJECT: Canadian Pacific Railway (CP) is proposing to improve the efficiency of its Saint Paul railroad yard (called the Dunn Yard), located east of downtown Saint Paul, by lengthening the tracks in the yard. CP is proposing to extend six existing tracks to the east and build a new access road adjacent to the extended tracks. The track extension area is entirely within CP Railway property. The existing railroad yard in the project area includes a main and six yard tracks that are bounded by Pigs Eye Lake to the west and Trunk Highway 61 and tracks owned by BNSF Railway to the east.

Constructing the track extension and access road will require removal of any organic soil material and placing and compacting fill material, sub ballast material, and ballast material. The organic soil excavated will be reused within the project limits as topsoil. Common embankment material will be imported from a local source. All material removed to construct the new tracks and access road will be placed upland. No fill will be allowed to fall within wetlands that have not been identified as being impacted. Silt fence will be installed at the wetland impact boundary prior to any grading activities to identify the limits of construction.

The purpose of the track extension is to allow CP to handle longer trains more efficiently. The average train length has grown from 7,000 feet to 10,000 feet in recent years. Trains have become longer as a result of a variety of technical improvements to locomotives and yard operations. The existing tracks in the yard cannot handle 10,000-foot-long trains. The maximum train length that can be handled

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without splitting at the existing yard is 7,000 feet. When longer trains arrive at the yard, they are split into sections and prepared to go over a topographic “hump.” After the “hump,” the trains are channeled onto a variety of tracks where they are recombined into new trains built for departure. Because the existing tracks are shorter than the trains and the trains must be divided, the splitting and recombination of trains results in delays, noise as the cars are reconfigured, and more use of locomotives and fossil fuels.

The project will extend the length of the tracks so they can handle 10,000-foot trains. This will mean that less switching will be required, reducing the number of locomotives, locomotive fuel consumption, exhaust, and noise related to switching operations at the yard.

QUANTITY, TYPE, AND AREA OF FILL: As proposed, fill material would be discharged into approximately 1.84 acres of Floodplain Forest (Type 1L) and 2.29 acres of Shallow Marsh (Type 3) wetland communities.

VEGETATION IN AFFECTED AREA: The wetland in the project area is primarily dominated by reed canary grass, sedge, purple loosestrife, bulrushes, and cattail with floodplain forest wetland dominated by cottonwoods, aspen green ash, boxelder and common buckthorn.

SOURCE OF FILL MATERIAL: Riprap and bedding, embankment fill, and aggregate for paving material would be obtained from approved commercial sources.

SURROUNDING LAND USE: The surrounding land use consists of railroad tracks to the east (owned and operated by BNSF), Pigs Eye Lake and the Mississippi River to the west.

DESCRIPTION OF STRUCTURE: The proposed structure would be a 30-foot wide access road to the west of the railroad along with the associated slope, sub ballast and ballast material.

DESCRIPTION OF DREDGING OR EXCAVATION: No dredging or excavation is proposed for this project.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: No potentially toxic materials would be required for developing the site or anticipated to be found at the site.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: The fill material would be clean fill from commercial sources, free of contaminants. Approved soil erosion and sediment control best management practices would be used during construction, including upland erosion control on disturbed soil, silt fences and erosion control blankets.

MITIGATION: Compensatory mitigation for the permanent loss of 4.13 acres of wetlands would be provided via a wetland credit withdrawal from the Corps-approved bank #1137 to satisfy State and Federal permitting requirements.

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3. REPLIES/COMMENTS.

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. These statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Replies may be addressed to Regulatory Branch, St. Paul District, Corps of Engineers, 180 Fifth Street East, Suite 700, Saint Paul, MN 55101-1678.

Or, IF YOU HAVE QUESTIONS ABOUT THE PROJECT, call Andy Beaudet at the St. Paul Office of the Corps, telephone number (651) 290 - 5642.

To receive Public Notices by e-mail, go to: http://mvp-extstp.mvp.usace.army.mil/list_server/ and add your information in the New Registration Box.

4. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT.

None were identified by the applicant or are known to exist in the permit area. However, Ramsey County is within the known or historic range of the following Federally-listed threatened (T) and endangered (E) species:

<u>Species</u>	<u>Habitat</u>
Higgins' eye pearlymussel (E)	Mississippi and St. Croix Rivers
Winged mapleleaf mussel (E)	St. Croix River

This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

5. JURISDICTION.

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 08-02. We have made an initial 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 and/or Section(s) 9 & 10 of the Rivers and Harbors Act. The Corps will prepare an approved or preliminary jurisdictional determination prior to making a permit decision. Approved jurisdictional determinations are posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

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THE APPLICANT HAS STATED THAT THE FOLLOWING STATE, COUNTY, AND/OR LOCAL PERMITS HAVE BEEN APPLIED FOR/ISSUED: NPDES permit, MDNR Waters Permit, WCA permit, Stormwater Pollution Prevention Plan (SWPPP).

6. STATE SECTION 401 WATER QUALITY CERTIFICATION.

Valid Section 404 permits cannot be issued for any activity unless state water quality certification for the activity is granted or waived pursuant to Section 401 of the Clean Water Act. The state Section 401 authority in Minnesota is the Minnesota Pollution Control Agency (MPCA). The St. Paul District has provided this public notice and a copy of the applicant's Section 404 permit application form to the MPCA. If MPCA needs any additional information in order for the Section 401 application to be considered complete by MPCA, the MPCA has indicated that it will request such information from the applicant. It is the permit applicant's responsibility to ensure that the MPCA has received a valid, complete application for state Section 401 certification and to obtain a final Section 401 action from the MPCA.

The MPCA has indicated that this public notice serves as its public notice of the application for Section 401 water quality certification under Minnesota Rules Part 7001. The MPCA has also indicated that the Section 401 process shall begin to commence upon the issuance date of this public notice unless the MPCA notifies both the St. Paul District and the permit applicant to the contrary, in writing, before the expiration date of this public notice.

Any comments relative to MPCA's Section 401 Certification for the activity proposed in this public notice may be sent to:

Minnesota Pollution Control Agency, Resource Management and Assistance Division,
Attention: 401 Certification, 520 Lafayette Road North, St. Paul, Minnesota 55155-4194.

7. HISTORICAL/ARCHAEOLOGICAL.

This public notice is being sent to the National Park Service and the State Archaeologist for their comments. The Corps will review information on known cultural resources and/or historic properties within and adjacent to the project area. The Corps will also consider the potential effects of the project on any properties that have yet to be identified. The results of this review and the Corps determination of effect will be coordinated with the State Historic Preservation Officer independent of this public notice. Any adverse effects on historic properties will be resolved prior to the Corps authorization, or approval, of the work in connection with this project.

8. PUBLIC HEARING REQUESTS.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

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9. PUBLIC INTEREST REVIEW.

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit 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 the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

The Corps of Engineers 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 Corps of Engineers to determine whether to issue, modify, condition, 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.

Chad Konickson
Chief, Southwest Section

Enclosures

NOTICE TO EDITORS: This public notice is provided as background information and is not a request or contract for publication.

2014 ST PAUL YARD IMPROVEMENTS

PHASE 1B

MILE 406.50 RIVER SUBDIVISION

ISSUED FOR 90% REVIEW

ISSUE DATE: APRIL 3, 2014

**CANADIAN
PACIFIC**

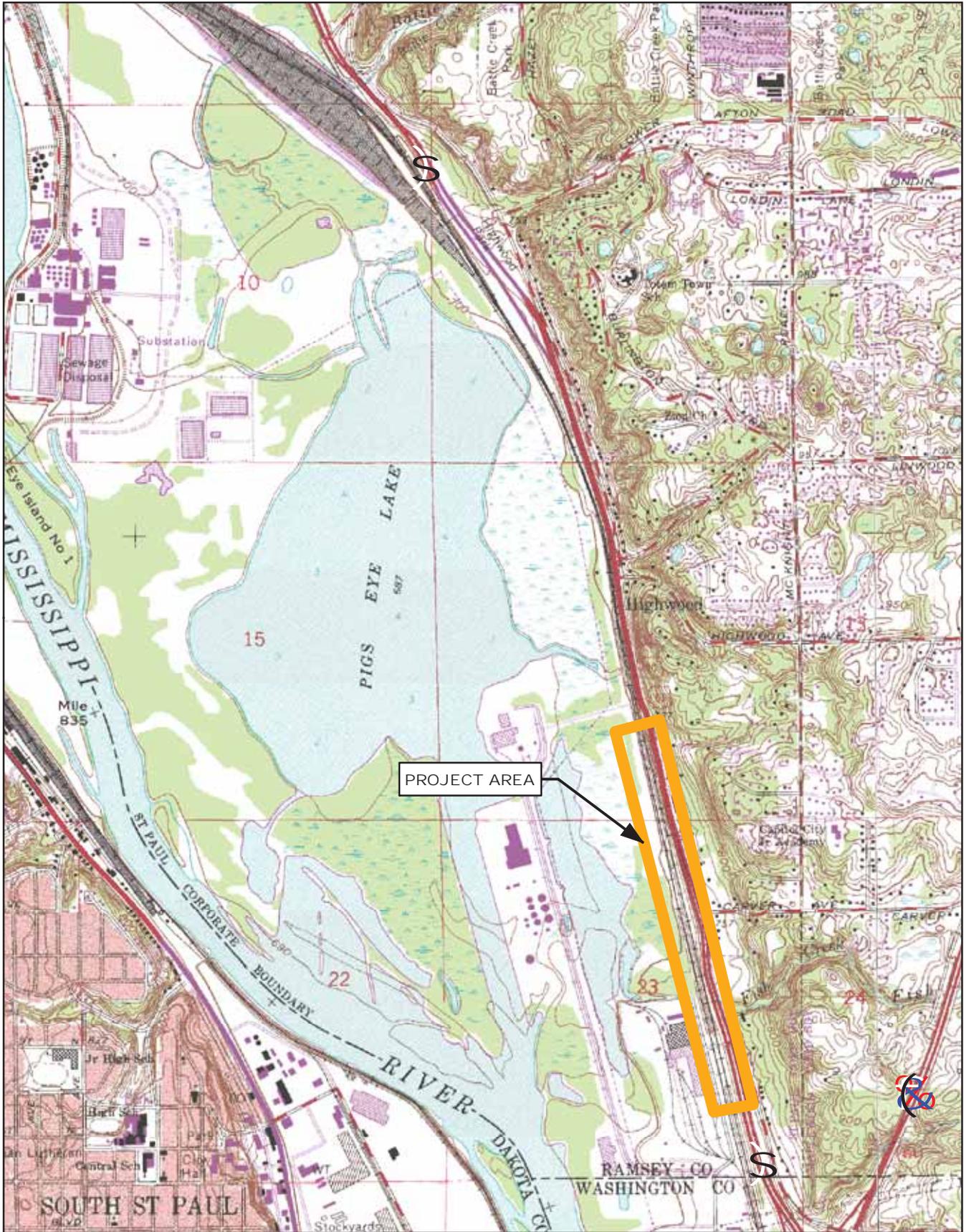
PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

SHEET #	SHEET TITLE	SHEET DESCRIPTION
GENERAL		
1	G-100	COVER SHEET
2	G-101	KEY PLAN
3	G-102	KEY PLAN
4	G-103	GENERAL LAYOUT
5	G-104	GENERAL LAYOUT
6	G-105	EROSION AND SEDIMENT CONTROL NOTES
7	G-106	SWPPP NOTES
TYPICAL SECTIONS		
8	TS-101	TYPICAL SECTIONS
9	TS-102	TYPICAL SECTIONS
PLAN AND PROFILE		
10	PP-101	PLAN AND PROFILE
11	PP-102	PLAN AND PROFILE
12	PP-103	PLAN AND PROFILE
13	PP-104	PLAN AND PROFILE
PROFILE		
14	PR-101	PROFILE - TRACK R2
15	PR-102	PROFILE - TRACK R2
16	PR-103	PROFILE - TRACK R3
17	PR-104	PROFILE - TRACK R3
18	PR-105	PROFILE - TRACK R4
19	PR-106	PROFILE - TRACK R4
20	PR-107	PROFILE - TRACK R5
21	PR-108	PROFILE - TRACK R5

GRADING, DRAINAGE, AND EROSION CONTROL		
22	GP-101	GRADING, DRAINAGE AND SEDIMENT CONTROL PLAN
23	GP-102	GRADING, DRAINAGE AND SEDIMENT CONTROL PLAN
24	GP-103	GRADING, DRAINAGE AND SEDIMENT CONTROL PLAN
CROSS SECTIONS		
25	XS-101	CROSS SECTIONS
26	XS-102	CROSS SECTIONS
27	XS-103	CROSS SECTIONS
28	XS-104	CROSS SECTIONS
29	XS-105	CROSS SECTIONS
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50	XS-126	CROSS SECTIONS
51	XS-127	CROSS SECTIONS



AECOM



PROJECT LOCATION MAP
USGS 24K QUADRANGLE
CANADIAN PACIFIC
ST. PAUL YARD EXPANSION
PHASE 1B



FEBRUARY 2014
15321.001

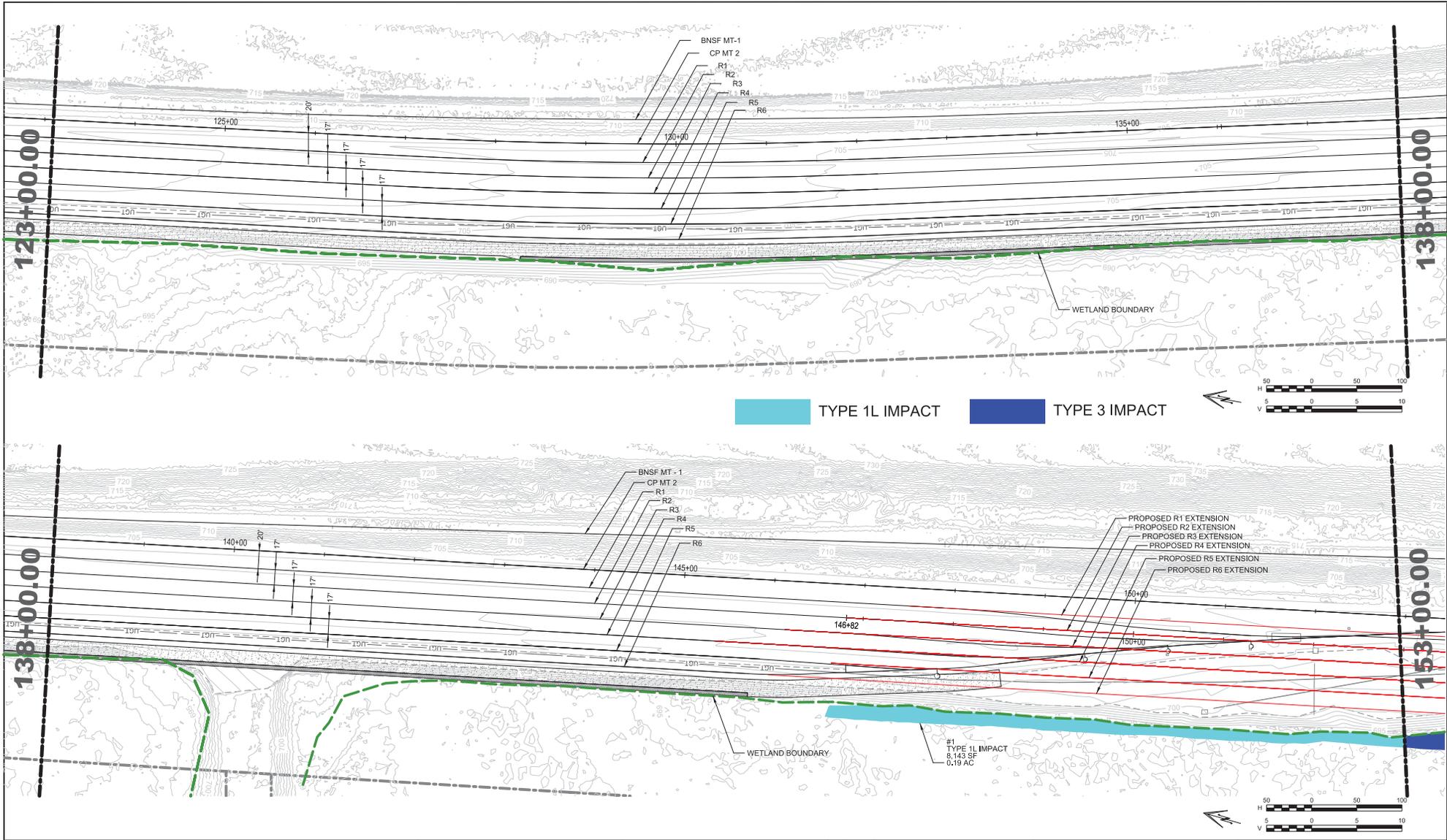


D SIZE 22" x 34" (560mm x 865mm)

Login:

PLOT:

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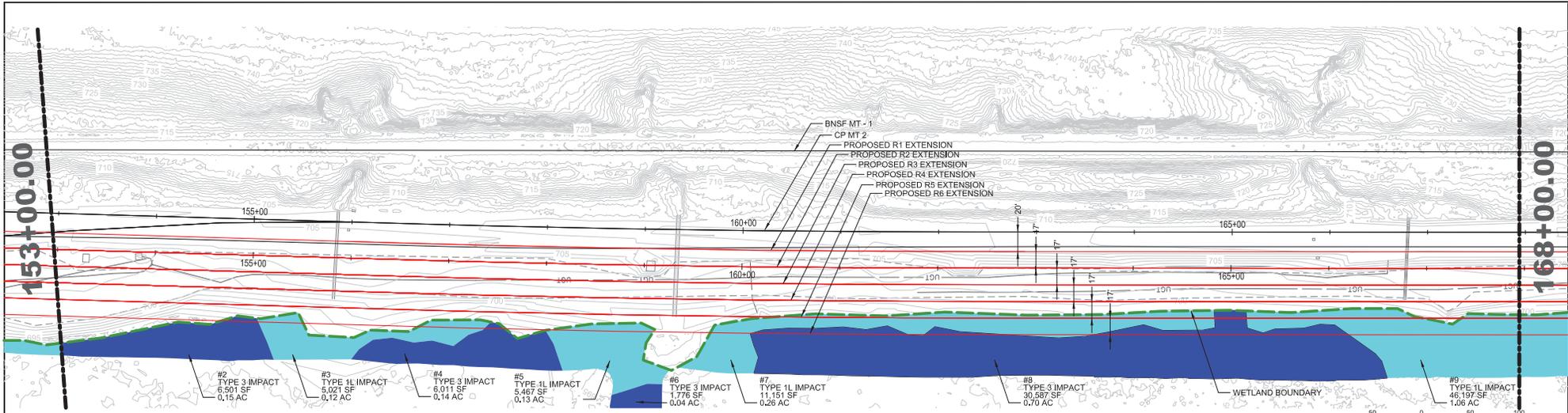
<p style="font-size: 8px;">Do not scale this document. All measurements must be obtained from stated dimensions.</p>	<h1 style="margin: 0;">AECOM</h1> <p style="font-size: 8px;">AECOM PROJECT NO: 60301636</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td style="width: 5%;">DRN</td> <td style="width: 5%;">RPR</td> <td style="width: 5%;">CHK</td> <td style="width: 5%;">ESB</td> <td style="width: 5%;">DES</td> <td style="width: 5%;">RPR</td> <td style="width: 5%;">ENG</td> <td style="width: 5%;">RPR</td> <td style="width: 5%;">IDR</td> <td style="width: 5%;">APP</td> </tr> <tr> <td> </td> </tr> </table>	DRN	RPR	CHK	ESB	DES	RPR	ENG	RPR	IDR	APP											<p style="font-size: 8px;">PROFESSIONAL SEALS</p> <table border="1" style="width: 100%; border-collapse: collapse; height: 40px;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> </table>			<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td style="width: 5%;">R</td> <td style="width: 70%;">YYMMDD</td> <td style="width: 15%;">REVISION DESCRIPTION</td> <td style="width: 10%;">BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	R	YYMMDD	REVISION DESCRIPTION	BY					<h2 style="margin: 0;">CANADIAN PACIFIC</h2> <p style="font-size: 8px;">PROJECT SERVICES - US WEST NETWORK CAPACITY ENGINEERING SERVICES</p>	<p style="font-size: 8px;">US DIVISION: ST PAUL YARD IMPROVEMENTS WETLAND IMPACTS PHASE 1B 123+00.00 TO 153+00.00</p> <p style="font-size: 8px;">MILE 406.5 RIVER SUBDIVISION</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td style="width: 30%;">DWS BY:</td> <td style="width: 30%;">CHK BY:</td> <td style="width: 40%;">SHEET NO: 3 OF 5</td> </tr> <tr> <td>APPROVED BY:</td> <td>DATE: JANUARY 15, 2014</td> <td> </td> </tr> <tr> <td>DJR, PROJECT SERVICES - US</td> <td>AECOM PLAN NO: P-103</td> <td>REV</td> </tr> </table>	DWS BY:	CHK BY:	SHEET NO: 3 OF 5	APPROVED BY:	DATE: JANUARY 15, 2014		DJR, PROJECT SERVICES - US	AECOM PLAN NO: P-103	REV
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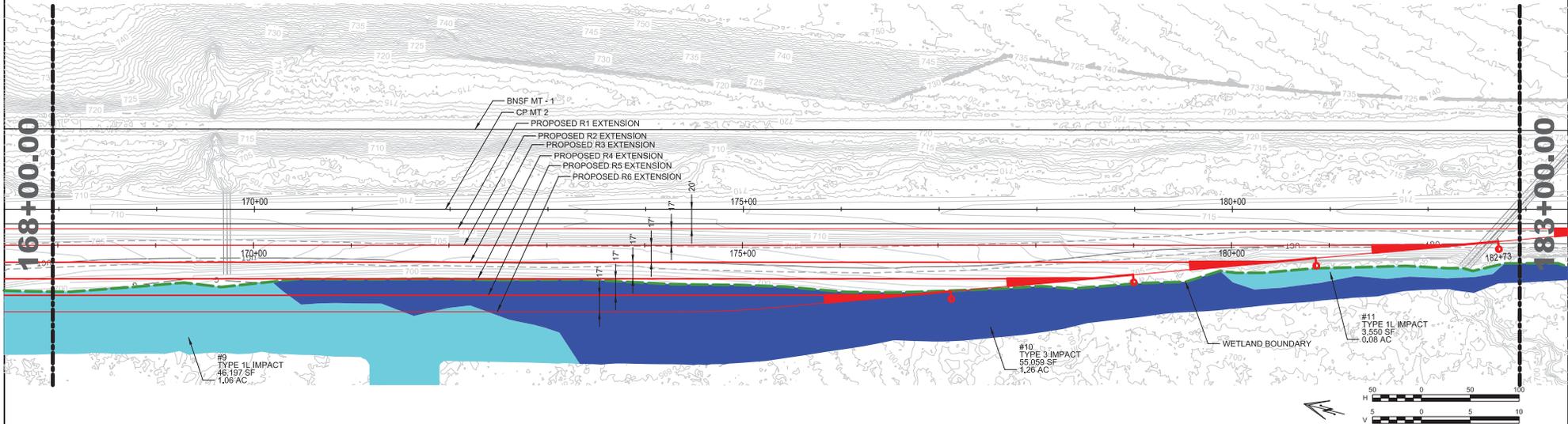
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TYPE 1L IMPACT TYPE 3 IMPACT



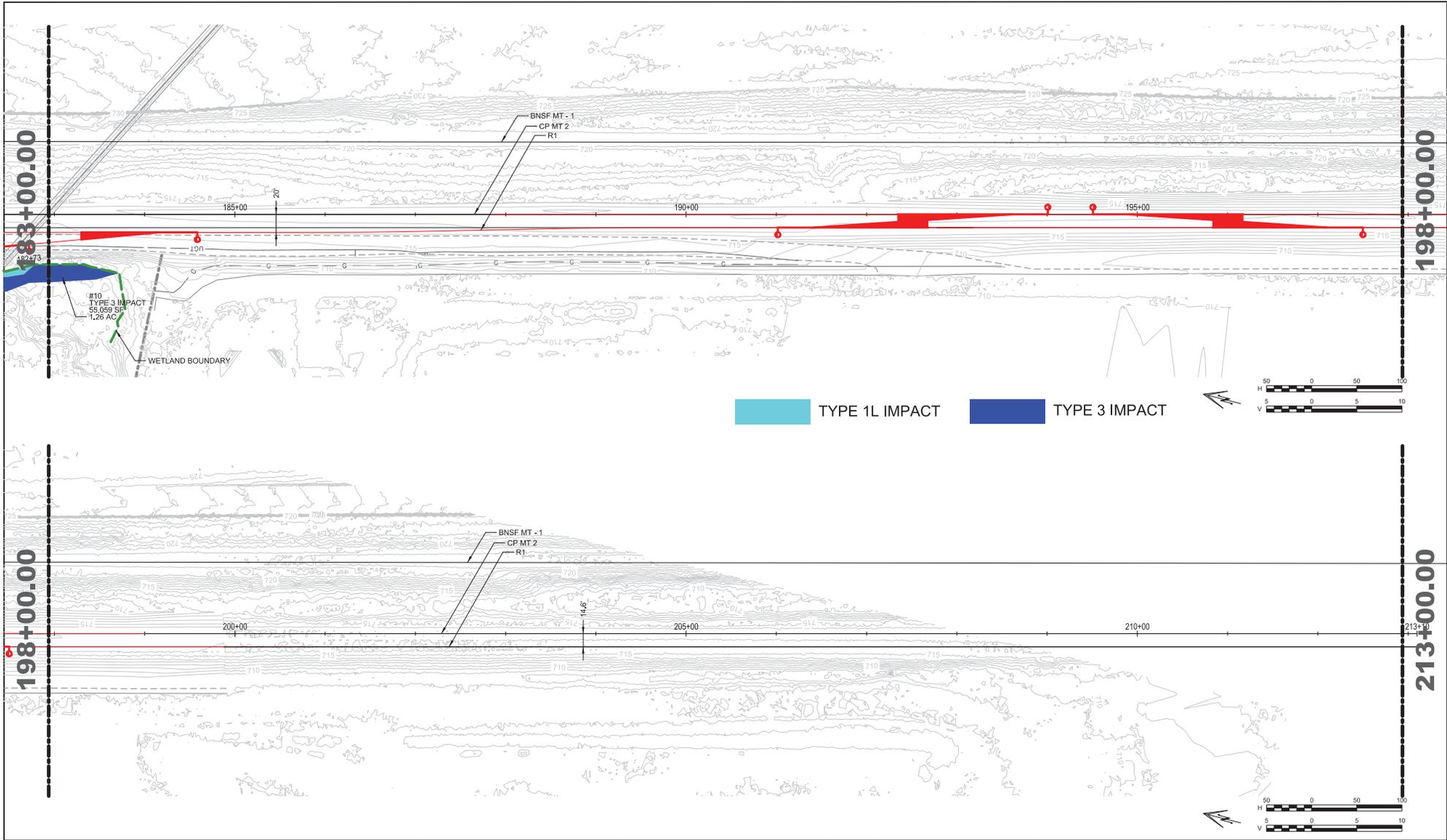
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AECOM PROJECT NO: 60301636						ST PAUL YARD IMPROVEMENTS	
DRN	CHK	DES	ENG	IDR	APP	WETLAND IMPACTS	
RPR	ESB	RPR	RPR			PHASE 1B	
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AECOM PROJECT NO: 60301636

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PROFESSIONAL SEALS

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CANADIAN PACIFIC

PROJECT SERVICES - US WEST NETWORK CAPACITY
ENGINEERING SERVICES

US DIVISION MILE 406.5 RIVER SUBDIVISION
**ST PAUL YARD IMPROVEMENTS
WETLAND IMPACTS
PHASE 1B
183+00.00 TO 213+00.00**

DRAWN BY:	CHK BY:	SHEET NO.: 5 OF 5
APPROVED BY:	DATE: JANUARY 15, 2014	
DJR, PROJECT SERVICES - US	AECOM PLAN NO: P-105	REV