

Information for File #2012-00676-NJC

Applicant: Hi-Crush Augusta, LLC

Corps Contact: Nathan Campbell

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Phone: 651-290-5324

Primary County: Eau Claire

Section: 10

Township: 25

Range: 6

Information Complete On: July 23, 2014

Posting Expires On: September 19, 2014

Authorization Type: Section 404 of the Clean Water Act – LOP-06-WI

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 overall proposed project includes the expansion of an existing railroad spur from four tracks to eight tracks. The additional storage tracks will be serviced by unit trains and will accommodate an increase in demand for the existing production and the introduction of finer grained industrial sand that will decrease waste and increase saleable tonnage. The additional four tracks will provide expanded access for loading, staging, and storage of railroad cars prior to shipment. The proposed rail spur will serve the adjacent proposed dry processing plant. The proposed rail spur will be operated

with the Union Pacific Railroad (UPRR) engine arriving on-site using the inbound track from either the northbound or southbound connections to the existing UPRR mainline track. This is the same logistical sequence that the existing adjacent rail spurs employ.

The original rail spur was necessarily located between the sand processing plant and the existing railroad line in order to meet the proposed project purpose. It also connected to the existing railroad to provide appropriate railcar access. To meet these requirements, the original rail crossed a wetland complex, which is adjacent to the existing railroad track. The new rail spurs must also meet these criteria and so must be practically located adjacent to the existing rail spurs, either to the north or to the south in order to meet the project needs.

Measures will be taken to minimize impacts from erosion and sedimentation due to storm-water runoff from the construction site. These measures include sediment control structures such as silt fence, ditch checks, rock construction entrances and seeding and mulching of graded areas. If dewatering is required, any discharge shall be directed into a closed ring of hay bales, washed stone, or silt fence. Hydrology will be maintained for wetlands bisected by the rail spur through the appropriate extension of culverts and the limits of wetland fill approved through the application process will be properly marked in the field prior to construction.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: The proposed project will impact 1.08 acres of fresh (wet) meadow wetlands.

ALTERNATIVES CONSIDERED: Three overall construction alternatives for the railroad spur were considered for the proposed project. These alternatives considered engineering and design practicability and feasibility, as well as wetland avoidance and minimization. One alternative considered a “no-build” option.

Alternative 1 – No Build: The no-build alternative was rejected because it does not meet the project purpose, which is to accommodate the rail shipping needs of the plants expanded capacity to meet market demands for industrial sand.

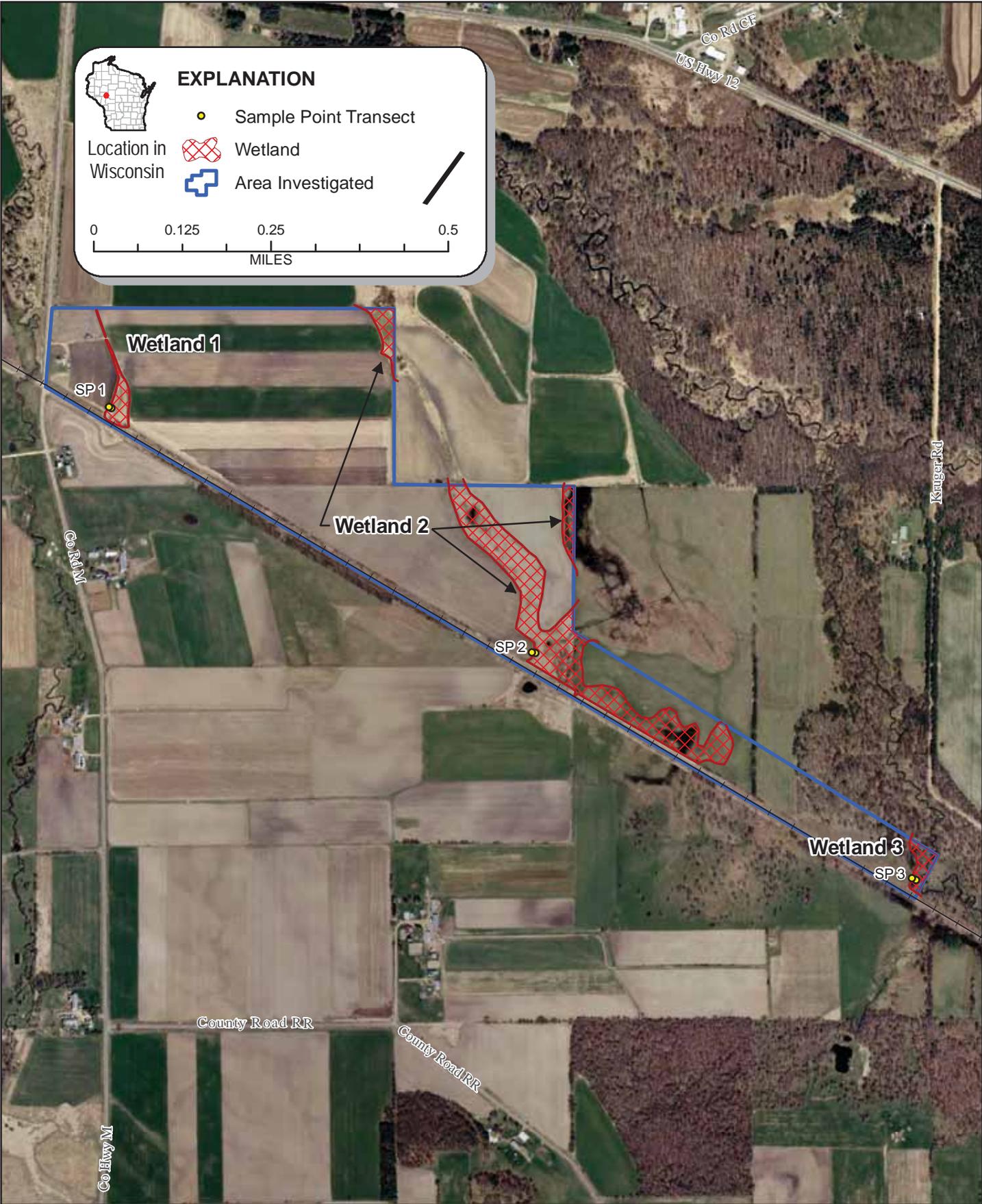
Alternative 2 – Proposed Alignment: The proposed alignment was designed to minimize impacts to wetlands. This design consisted of locating the four additional storage tracks to the north of the existing four tracks. The length of the proposed spurs mimics the length of the existing spurs, thus avoiding impacts to an adjacent high quality wetland located in

the floodplain of Hay Creek. This alternative proposes to impact 1.08 acres of fresh (wet) meadow wetland.

Alternative 3 – Alternate Alignment: The alternate alignment alternative was designed to minimize impacts to areas that are outside the combined footprint of the overall rail lines. In this option, the four track system would be placed between the existing rail spur and the mainline track. This alternative does not minimize impacts to wetlands. The total impact for this alternative would be 2.11 acres of fresh (wet) meadow wetland.

COMPENSATORY MITIGATION: Hi-Crush proposes to mitigate the 1.08 acres of unavoidable wetland impacts through the purchase of 1.57 wetland mitigation credits from the Northland Wetland Bank. The amount of mitigation credits are based off the compensation ratio of 1.45 credits to 1.0 acre of wetland impact because the mitigation would be in-kind, in-advance, but out of watershed.

**Drawings: Wetland Location map
Construction drawings (page 1 and 2)**



Map Document: Q:\F\JH\Hicru\118013\Wetlands\Augusta Site\Dry Plant Site\GIS\mxd\Figure 5_Dry Plant Site Wetland Locations.mxd
1/27/2012 10:21 AM

	421 FRENETTE DRIVE CHIPPEWA FALLS, WI 54729 PHONE: 715.720.6200 FAX: 888.908.8166 WATTS: 800.472.5881 www.sehinc.com	Project: HICRU 118013 Print Date: 1/27/2012	<h3 style="text-align: center;">Wetland Location Map</h3> <p style="text-align: center;">Hi-Crush Proppants LLC - Dry Plant Site Eau Claire County, Wisconsin</p>	<h2 style="font-size: 2em;">Figure 5</h2>
		Map by: JA Macholl Projection: NAD 83 HARN WISCRS Eau Claire County Feet Source: US Census Bureau, WROC		

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

CAPACITIES

TRACK A
 13' CL PT TO 13' CL PT = 2920 T.F. = 64 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2920 T.F. = 48 CARS @ 60' PER CAR

TRACK B
 13' CL PT TO 13' CL PT = 2788 T.F. = 61 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2788 T.F. = 46 CARS @ 60' PER CAR

TRACK C
 13' CL PT TO 13' CL PT = 2773 T.F. = 61 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2773 T.F. = 46 CARS @ 60' PER CAR

TRACK D
 13' CL PT TO 13' CL PT = 2912 T.F. = 64 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2912 T.F. = 48 CARS @ 60' PER CAR

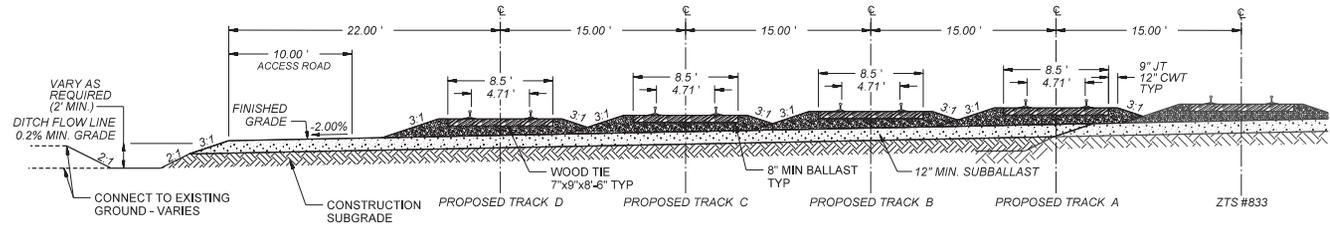
SCOPE OF WORK

RAILROAD
 NONE

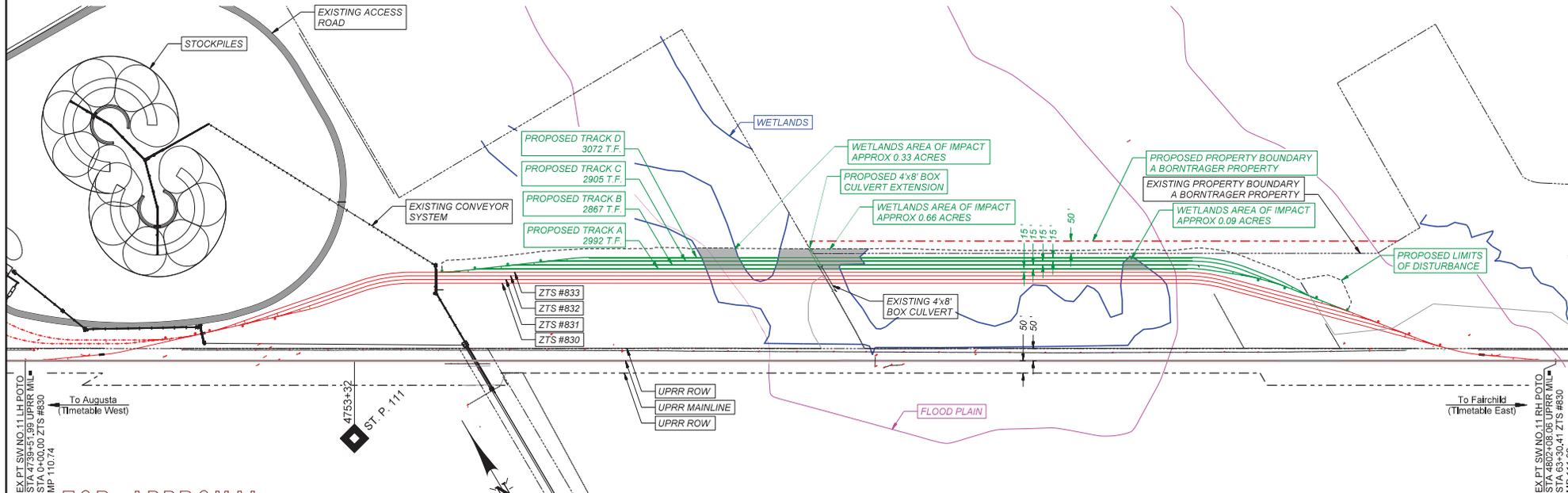
INDUSTRY
 INSTALL 4 EA NO 9 LH HTTO
 INSTALL 4 EA NO 9 RH HTTO
 INSTALL 11836 T.F.

OPERATION PLAN

UPRR ARRIVES ON SITE UTILIZING INBOUND ZTS #830 EITHER NORTH OR SOUTHBOUND. UPRR WILL STORE EMPTY CARS ON AN AVAILABLE TRACK. UTILIZING TRACK D AS A RUNAROUND, UPRR WILL PICKUP PROCESSED CARS AND THEN EXIT THE FACILITY NORTH OR SOUTH BOUND ON THE EXISTING UPRR TRACK.



TYPICAL INDUSTRIAL TRACK ROADBED SECTION



EXPT. SW. NO. 11 LH PHOTO
 STA 4738+5, 139 UPRR MIL
 STA 4800+0 ZTS #830
 MP 110.74

EXPT. SW. NO. 11 RH PHOTO
 STA 4802+48.06 UPRR MIL
 STA 63+30.41 ZTS #830
 MP 111.92

FOR APPROVAL
NOT FOR CONSTRUCTION

REV. #	BY	DATE	DESCRIPTION



WARNING!
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ON RAILROAD R-O-W
 CALL BEFORE YOU DIG
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EX. UPRR TRACK		UPRR R/W	
EX. SIDING TRACK		WETLANDS	
PROPOSED UPRR TRACK		FLOOD PLAIN	
PROPOSED INDUSTRY TRACK			

DRAWN BY:	BJS	For Use In Agreement With: UNION PACIFIC RAILROAD HI - CRUSH PROPPANTS LOCATION & DESCRIPTION: M.P. 110.74, ALTOONA SUBDIVISION AUGUSTA, EAU CLAIRE COUNTY, WI TRACKAGE TO SERVE HI - CRUSH PROPPANTS LLC NORTH EXPANSION OPTION
CHECKED BY:	MLS	
DATE:	6/24/2014	
SHEET NUMBER	T-004	

CAPACITIES

TRACK A
 13' CL PT TO 13' CL PT = 2536 T.F. = 56 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2536 T.F. = 42 CARS @ 60' PER CAR

TRACK B
 13' CL PT TO 13' CL PT = 2539 T.F. = 56 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2539 T.F. = 42 CARS @ 60' PER CAR

TRACK C
 13' CL PT TO 13' CL PT = 2816 T.F. = 62 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 2816 T.F. = 46 CARS @ 60' PER CAR

TRACK D
 13' CL PT TO 13' CL PT = 3089 T.F. = 68 CARS @ 45' PER CAR
 13' CL PT TO 13' CL PT = 3089 T.F. = 51 CARS @ 60' PER CAR

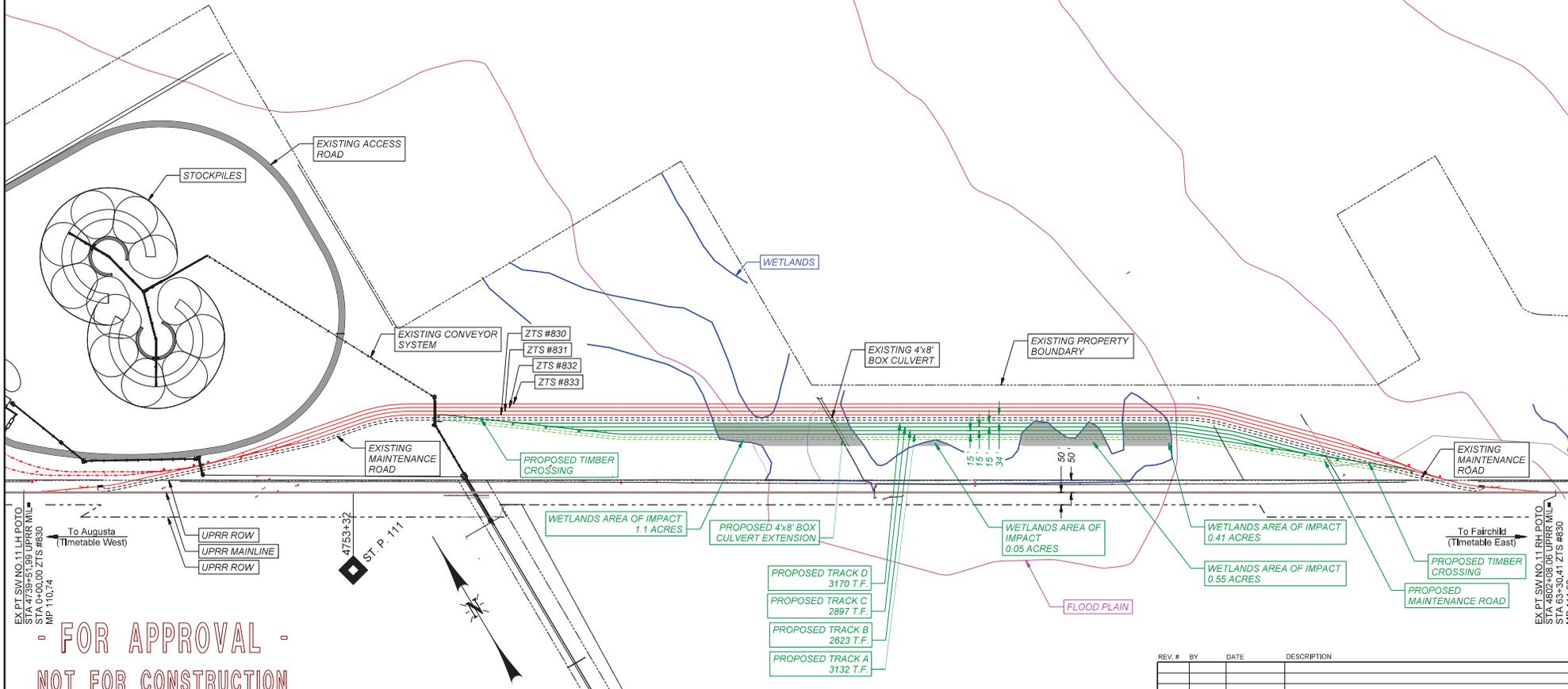
SCOPE OF WORK

RAILROAD
 NONE

INDUSTRY
 INSTALL 4 EA NO 9 LH HTTO
 INSTALL 4 EA NO 9 RH HTTO
 INSTALL 11822 T.F.
 INSTALL 2 EA TIMBER CROSSING

OPERATION PLAN

UPRR ARRIVES ON SITE UTILIZING INBOUND ZTS #830
 EITHER NORTH OR SOUTHBOUND. UPRR WILL STORE
 EMPTY CARS ON AN AVAILABLE TRACK. UTILIZING
 TRACK A AS A RUNAROUND, UPRR WILL PICKUP
 PROCESSED CARS AND THEN EXIT THE FACILITY NORTH
 OR SOUTH BOUND ON THE EXISTING UPRR TRACK.



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 STA 4800+0 ZTS #830
 MP 110.74

EX PT SW NO. 11 RH POTO
 STA 4802+48.5 UPRR MIL
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CHECKED BY:	MLS	
DATE:	5/5/2014	
SHEET NUMBER	T-002	