



**US Army Corps  
of Engineers**

Vicksburg District  
4155 Clay Street  
Vicksburg, MS 39183-3435  
www.mvk.usace.army.mil



# Public Notice

APPLICATION NO.:	MVK-2012-84
EVALUATOR:	Ms. Tarmiko Graham
PHONE NO.:	(601) 631-5540
E-MAIL:	Tarmiko.V.Graham@usace.army.mil
DATE:	July 13, 2018
EXPIRATION DATE:	August 2, 2018

Interested parties are hereby notified that the U.S. Army Corps of Engineers, Vicksburg District and the Mississippi Department of Environmental Quality are considering an application for a Department of the Army Permit and State Water Quality Certification for the work described herein. Comments should be forwarded to the Vicksburg District, Attention: CEMVK-OD-F at the above address, and the Mississippi Department of Environmental Quality at Post Office Box 2261, Jackson, Mississippi 39225, and must reach these offices by the cited expiration date.

**Law Requiring a Permit:** Section 404 of the Clean Water Act (33 U.S.C. 1344), which applies to discharges of dredged and / or fill material into waters of the United States.

**Name of Applicant:**  
Mr. Kevin Bowen  
Drying Facility Asset Holdings, LLC  
105 Street A  
Picayune, Mississippi 39466

**Name of Agent:**  
Mr. Clay Cromwell  
Headwaters, Inc.  
Post Office Box 2836  
Ridgeland, Mississippi 39158

**Location of Work:** Section 22 and 27, T6S-R17W, Latitude 30.5062, Longitude -89.6875, in the Alligator Creek watershed within the Lower Pearl Drainage Basin (8-digit USGS HUC 03180004), Pearl River County, Mississippi.

**Description of Work:** (See enclosed map and drawings.) The following descriptions of the proposed project and associated impacts are based upon information provided by the applicant.

The applicant is applying for a Department of the Army permit for the discharge of dredged and/or fill material into jurisdictional wetlands for the expansion of an existing plant facilities and rail yard. The plant expansion as proposed would consist of silos, storage buildings, hoppers, cleaning stations and loading and

unloading stations to coincide with the existing trans-load plant operations. The rail yard expansion would include the addition of three (3) industrial spur tracks adjacent to the Norfolk Southern railroad ROW and within the eastern portion of the project site. These tracks are referenced as Track 6, 7, and 8 which are included in the proposed expansion. The total length of Track 6 to be installed is approximately 3,565.23 linear feet with a capacity of 67 railcars. The total length of Track 7 to be installed is approximately 2,420.84 linear feet with the capacity of 48 railcars. Two (2) maintenance spur tracks and five (5) raw material spur tracks would be installed within the central portion of the plant facility boundaries. These additional rail tracks would be used during the daily operations of the facility and are generally interconnected with the Norfolk Southern railroad ROW to the east. Electrical, mechanical and instrumentation would also be included within the proposed activities. Site lighting and buildings would accommodate operations and controls. This includes administration and sand storage. All required utilities would also be implemented during construction.

Approximately 3.76 acres of emergent wetlands would be impacted for the proposed project. A total of approximately 12,132 cubic yards of silty clay loam would be placed in the jurisdictional areas.

The vegetative communities within the project area are dominated by Chinese tallowtree, sweetgum, loblolly pine, and groundsel tree. Soil within the project site is dominated by Escambia fine sandy loam.

The applicant proposes to mitigate for the unavoidable loss of jurisdictional impacts through the purchase of credits from an approved mitigation bank that services the project area.

Upon reviewing this notice, you should write to this office to provide your opinion of the impacts this work will have on the natural and human environment and address any mitigation you believe is necessary to offset these impacts. Other comments are welcome, but the above information will further our review of the applicant's plan as proposed. Comments of a general nature are not as helpful as those specific to the impacts of the subject project.

**State Water Quality Permit:** The State Pollution Control Agency must certify that the described work will comply with the State's water quality standards and effluent limitations before a Corps permit is issued.

**Cultural Resources:** The Regulatory Archaeologist has reviewed the latest published version of the National Register of Historic Places, state lists of properties determined eligible, and other sources of information. The following is current knowledge of the presence or absence of historic properties and the effects of the proposed undertaking upon these properties: The area has been previously assessed for cultural resources. No historic properties will be affected by the proposed extension of time to perform previously authorized work.

**Endangered Species:** Utilizing the Standard Local Operating Procedure for Endangered Species (SLOPES) as signed on June 28, 2017, between the U.S. Army Corps of Engineers, Vicksburg District (Corps) and the U.S. Fish and Wildlife Service, the Corps has determined that the proposed activity would have no effect on the Black pine snake, Dusky gopher frog, Gopher tortoise, Ringed map turtle, and Wood stork.

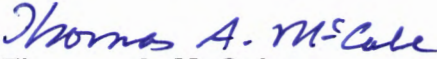
**Floodplain:** In accordance with 44 CFR Part 60 (Floodplain Management and Use), participating communities are required to review all proposed development to determine if a floodplain development permit is required. Floodplain administrators should review the proposed development described in this public notice and apprise this office of any flood plain development permit requirements. The proposed project site is not within the 100 year floodplain.

**Evaluation Factors:** The decision whether or not to issue a permit will be based upon an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which may be expected to accrue from the proposal must be balanced against its expected adverse effects. All factors which may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use classification, navigation, recreation, water supply, water quality, energy needs, safety, food requirements and, in general, the needs and welfare of the people. Evaluation of the proposed activity will include application of the guidelines published by the Environmental Protection Agency under authority of Section 404(b) of the Clean Water Act.

**Public Involvement:** The purpose of this notice is to solicit comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties. These comments will be used to evaluate the impacts of this project. All comments will be considered and used to help determine whether to issue the permit, deny the permit, or issue the permit with conditions, and to help us determine the amount and type of mitigation necessary. This information will be used in our Environmental Assessment or Impact Statement. Comments are also used to determine the need for a public hearing.

**Opportunity for a Public Hearing:** Any person may make a written request for a public hearing to consider this permit application. This request must be submitted by the public notice expiration date and must clearly state why a hearing is necessary. Failure of any agency or individual to comment on this notice will be interpreted to mean that there is no objection to the proposed work. Please bring this announcement to the attention of anyone you know who might be interested in this matter.

**Notification of Final Permit Actions:** Each month, the final permit actions from the preceding month are published on the Vicksburg District Regulatory web page. To access this information, you may follow the link from the Regulatory web page, <http://www.mvk.usace.army.mil/Missions/Regulatory.aspx>.

  
Thomas A. McCabe  
Chief, Evaluation Section  
Regulatory Branch

Pearl River County, MS



27 June 2018

**MVK-2012-84**

Headwaters Inc.  
Drying Facility Asset holdings, LLC  
Rail Expansion 2018 Modification  
City of Picayune  
Pearl River County, MS

**Preliminary  
Jurisdictional Determination**

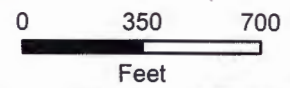
Jeremy Stokes



**US Army Corps  
of Engineers.**

**Regulatory Branch**

**Enforcement Section**



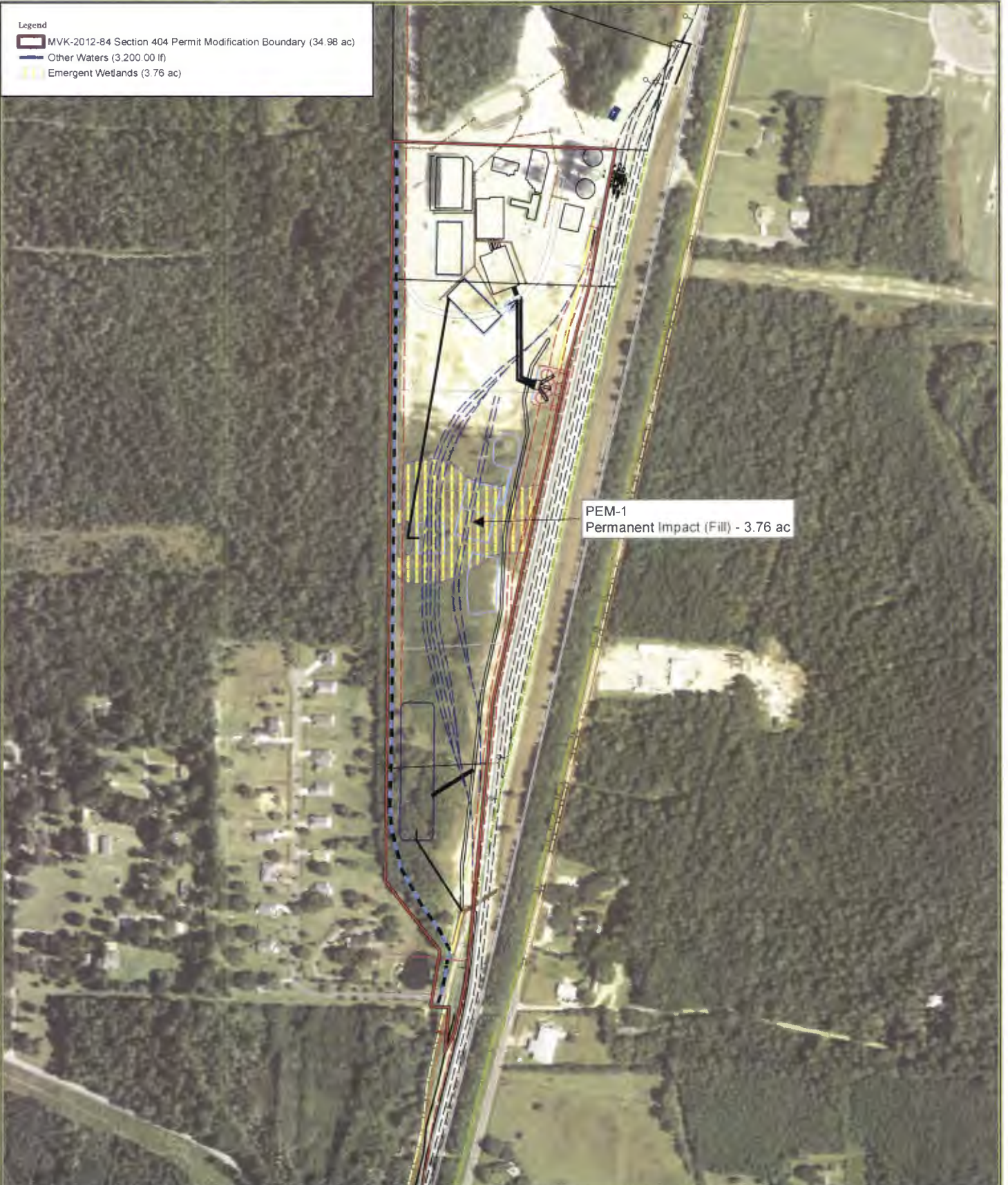
**Legend**

- Other Waters Intermittent Piped Underground (244')
- Other\_Waters Perennial (3200'/0.73 Acre)
- Emergent\_Wetlands (3.76 Acres)
- Property Boundary

**1:6,500**

Legend

- MVK-2012-84 Section 404 Permit Modification Boundary (34.98 ac)
- Other Waters (3,200.00 lf)
- Emergent Wetlands (3.76 ac)



**HEADWATERS** INC.  
 NATURAL RESOURCES CONSULTING  
 WWW.HEADWATERS-INC.COM

**Drying Facility Asset Holdings, LLC**  
**Shale Support - Rail Expansion**  
 Sec. 22 & 27 - T 6S - R 17W  
 Pearl River County, Mississippi  
Wetland Impact Map

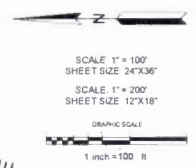
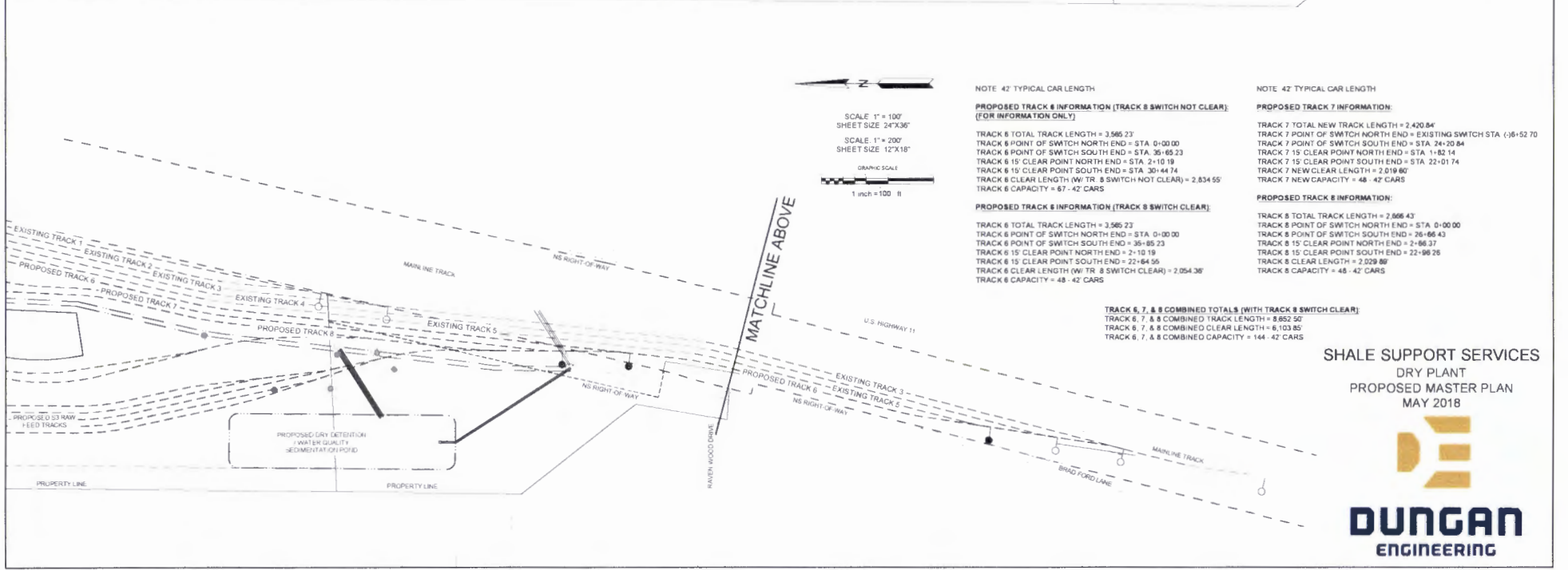
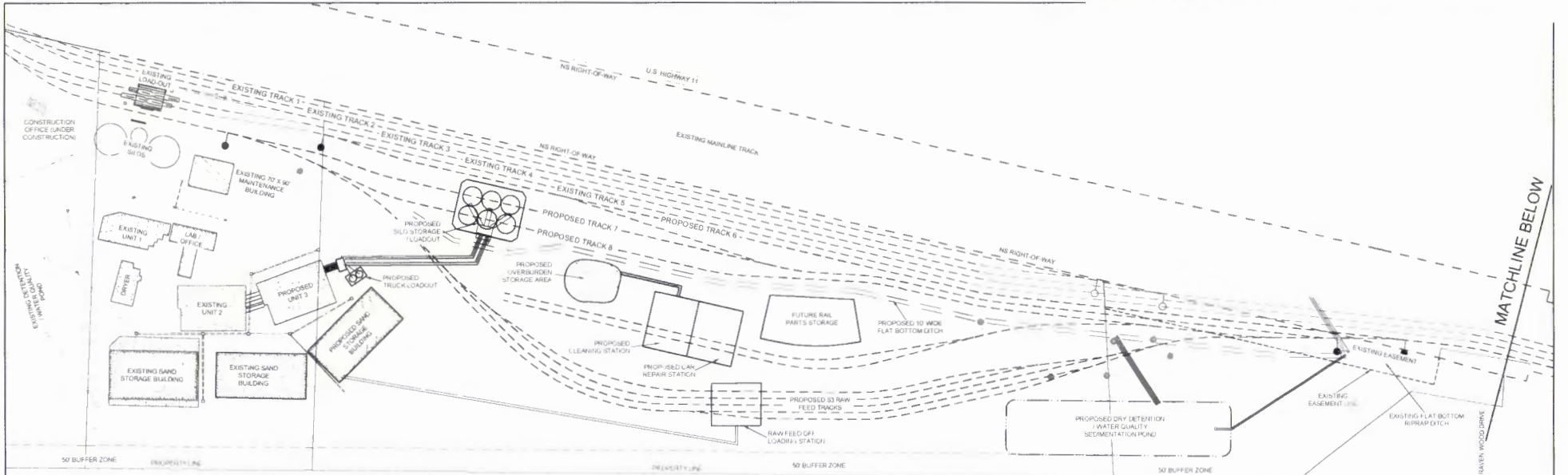


**CEMVK-OD-FE    KWH-MVK-2018-233**

Date Created: 5/7/2018    Created by: JDL

**MR. KEVIN BOWEN**  
**DRYING FACILITY ASSET HOLDINGS, LLC**

S:\PROJECT FILES\Drying Facility Asset Holdings, LLC\Mapings\Drying map0



**NOTE 42 TYPICAL CAR LENGTH**

**PROPOSED TRACK 6 INFORMATION (TRACK 8 SWITCH NOT CLEAR) (FOR INFORMATION ONLY)**

TRACK 6 TOTAL TRACK LENGTH = 3,565.23'  
TRACK 6 POINT OF SWITCH NORTH END = STA. 0+00.00  
TRACK 6 POINT OF SWITCH SOUTH END = STA. 35+85.23  
TRACK 6 15' CLEAR POINT NORTH END = STA. 2+10.19  
TRACK 6 15' CLEAR POINT SOUTH END = STA. 30+44.74  
TRACK 6 CLEAR LENGTH (W/ TR. 8 SWITCH NOT CLEAR) = 2,834.55'  
TRACK 6 CAPACITY = 67 - 42' CARS

**PROPOSED TRACK 6 INFORMATION (TRACK 8 SWITCH CLEAR)**

TRACK 6 TOTAL TRACK LENGTH = 3,565.23'  
TRACK 6 POINT OF SWITCH NORTH END = STA. 0+00.00  
TRACK 6 POINT OF SWITCH SOUTH END = 35+85.23  
TRACK 6 15' CLEAR POINT NORTH END = 2+10.19  
TRACK 6 15' CLEAR POINT SOUTH END = 22+64.95  
TRACK 6 CLEAR LENGTH (W/ TR. 8 SWITCH CLEAR) = 2,054.38'  
TRACK 6 CAPACITY = 48 - 42' CARS

**PROPOSED TRACK 7 INFORMATION**

TRACK 7 TOTAL NEW TRACK LENGTH = 2,420.84'  
TRACK 7 POINT OF SWITCH NORTH END = EXISTING SWITCH STA. (16)52.70  
TRACK 7 POINT OF SWITCH SOUTH END = STA. 24+20.84  
TRACK 7 15' CLEAR POINT NORTH END = STA. 1+82.14  
TRACK 7 15' CLEAR POINT SOUTH END = STA. 22+01.74  
TRACK 7 NEW CLEAR LENGTH = 3,019.80'  
TRACK 7 NEW CAPACITY = 48 - 42' CARS

**PROPOSED TRACK 8 INFORMATION**

TRACK 8 TOTAL TRACK LENGTH = 2,666.43'  
TRACK 8 POINT OF SWITCH NORTH END = STA. 0+00.00  
TRACK 8 POINT OF SWITCH SOUTH END = 26+66.43  
TRACK 8 15' CLEAR POINT NORTH END = 2+86.37  
TRACK 8 15' CLEAR POINT SOUTH END = 22+98.26  
TRACK 8 CLEAR LENGTH = 2,029.89'  
TRACK 8 CAPACITY = 48 - 42' CARS

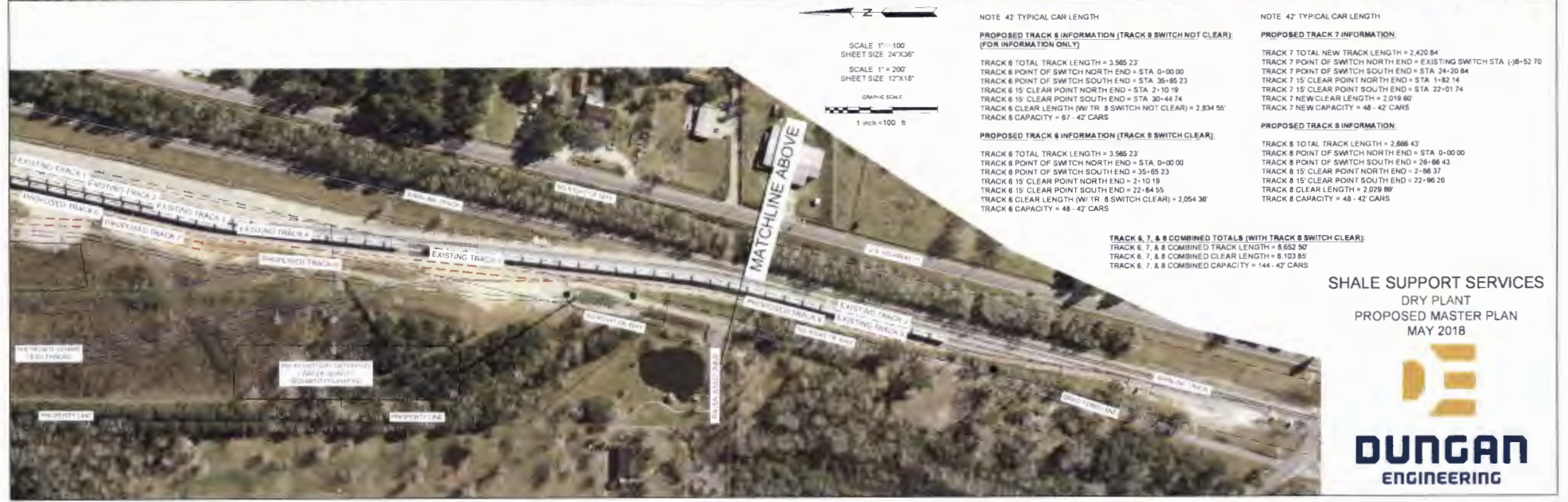
**TRACK 6, 7, & 8 COMBINED TOTALS (WITH TRACK 8 SWITCH CLEAR)**

TRACK 6, 7, & 8 COMBINED TRACK LENGTH = 5,852.50'  
TRACK 6, 7, & 8 COMBINED CLEAR LENGTH = 6,103.85'  
TRACK 6, 7, & 8 COMBINED CAPACITY = 144 - 42' CARS

SHALE SUPPORT SERVICES  
DRY PLANT  
PROPOSED MASTER PLAN  
MAY 2018



**MR. KEVIN BOWEN**  
**DRYING FACILITY ASSET HOLDINGS, LLC**



SCALE 1" = 100'  
 SHEET SIZE 24"x36"  
 SCALE 1" = 200'  
 SHEET SIZE 12"x18"  
 GRAPHIC SCALE  
 1 inch = 100 ft

NOTE 42' TYPICAL CAR LENGTH

**PROPOSED TRACK 6 INFORMATION (TRACK 8 SWITCH NOT CLEAR) (FOR INFORMATION ONLY)**

TRACK 6 TOTAL TRACK LENGTH = 3,585.23'  
 TRACK 6 POINT OF SWITCH NORTH END = STA 0+00.00  
 TRACK 6 POINT OF SWITCH SOUTH END = STA 35+65.23  
 TRACK 6 15' CLEAR POINT NORTH END = STA 2+10.19  
 TRACK 6 15' CLEAR POINT SOUTH END = STA 30+44.74  
 TRACK 6 CLEAR LENGTH (W/ TR 8 SWITCH NOT CLEAR) = 2,834.55'  
 TRACK 6 CAPACITY = 67 - 42' CARS

**PROPOSED TRACK 6 INFORMATION (TRACK 8 SWITCH CLEAR)**

TRACK 6 TOTAL TRACK LENGTH = 3,585.23'  
 TRACK 6 POINT OF SWITCH NORTH END = STA 0+00.00  
 TRACK 6 POINT OF SWITCH SOUTH END = STA 35+65.23  
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 TRACK 6 15' CLEAR POINT SOUTH END = 22+64.95  
 TRACK 6 CLEAR LENGTH (W/ TR 8 SWITCH CLEAR) = 2,054.38'  
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NOTE 42' TYPICAL CAR LENGTH

**PROPOSED TRACK 7 INFORMATION:**

TRACK 7 TOTAL NEW TRACK LENGTH = 2,420.84'  
 TRACK 7 POINT OF SWITCH NORTH END = EXISTING SWITCH STA (-)36+52.70  
 TRACK 7 POINT OF SWITCH SOUTH END = STA 24+20.84  
 TRACK 7 15' CLEAR POINT NORTH END = STA 1+82.74  
 TRACK 7 15' CLEAR POINT SOUTH END = STA 22+01.74  
 TRACK 7 NEW CLEAR LENGTH = 2,019.80'  
 TRACK 7 NEW CAPACITY = 48 - 42' CARS

**PROPOSED TRACK 8 INFORMATION:**

TRACK 8 TOTAL TRACK LENGTH = 2,666.43'  
 TRACK 8 POINT OF SWITCH NORTH END = STA 0+00.00  
 TRACK 8 POINT OF SWITCH SOUTH END = 26+06.43  
 TRACK 8 15' CLEAR POINT NORTH END = 2+66.37  
 TRACK 8 15' CLEAR POINT SOUTH END = 22+96.26  
 TRACK 8 CLEAR LENGTH = 2,078.89'  
 TRACK 8 CAPACITY = 48 - 42' CARS

**TRACK 6, 7, & 8 COMBINED TOTALS (WITH TRACK 8 SWITCH CLEAR):**

TRACK 6, 7, & 8 COMBINED TRACK LENGTH = 8,652.50'  
 TRACK 6, 7, & 8 COMBINED CLEAR LENGTH = 5,103.85'  
 TRACK 6, 7, & 8 COMBINED CAPACITY = 144 - 42' CARS

SHALE SUPPORT SERVICES  
 DRY PLANT  
 PROPOSED MASTER PLAN  
 MAY 2018

