



**US Army Corps
of Engineers**

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



Public Notice

APPLICATION NO.:	TVG-MVK-2013-838
EVALUATOR:	Ms. Tarmiko Graham
PHONE NO.:	(601) 631-5540
FAX NO.:	(601) 631-5459
E-MAIL:	tarmiko.v.graham@usace.army.mil
DATE:	March 19, 2014
EXPIRATION DATE:	April 8, 2014

Interested parties are hereby notified that the U.S. Army Corps of Engineers, Vicksburg District, and the Arkansas 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 Arkansas Department of Environmental Quality, Post Office Box 8913, Little Rock, Arkansas 72219-8913, 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 or fill material into waters of the United States.

Name of Applicant:
Mr. Gary Bates
1400 Douglas Street
Omaha, Nebraska 68179

Name of Agent
Mr. Christopher J. Talley
1111 Lincoln Mall, Suite 111
Lincoln, Nebraska 68508

Location of Work: Section 26, T13S-R17W, Latitude 33.565422, Longitude -92.823114, within the Lower Ouachita Smackover drainage basin, Camden, Ouachita County, Arkansas.

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 construction of a new wye track between the El Dorado and Pine Bluff Subdivisions.

The new wye track would follow standard UPRR design protocol to allow for trains to maintain normal speeds (25 mph) through the transition, rather than the stop, switch, stop switch technique that is currently used to move between the two subdivisions.

The project would impact portions of five wetlands and two drains. Approximately 1.84 acres of jurisdictional wetlands and 241 linear feet of a jurisdictional stream would be impacted by the proposed project. Approximately 2,700 cubic yards of earthen fill material, along with 2,700 cubic yards of rock ballast would be used as fill material. Approximately 200 cubic yards of rock riprap would be placed within the drain for erosion control.

The vegetation within the project site consists of Loblolly Pine, Sweetgum, Cockspur Hawthorne, Carolina Buckthorne, Cherrybark Oak, Coralberry, Pennsylvania Smartweed, Rapeseed, Clustered Fescus, Common Spike Rush, American Sycamore, Black Willow, and Box Elder. Soil within the project site consists of Amy Association, Norfolk Fine Sandy Loam, frequently flooded and poorly drained.

The applicant proposes to mitigate for the unavoidable loss of wetland impacts by purchasing credits from an approved mitigation bank within the 8-digit HUC.

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 permit area is likely to yield resources eligible for inclusion in the National Register of Historic Places. An investigation for the presence of potentially eligible historic properties is justified.

Endangered Species: Our initial finding is that the proposed work would not likely adversely affect any endangered species or their critical habitat. This proposal is being coordinated with the U.S. Fish and Wildlife Service, and any comments regarding endangered species or their critical habitat will be addressed in our evaluation of the described work.

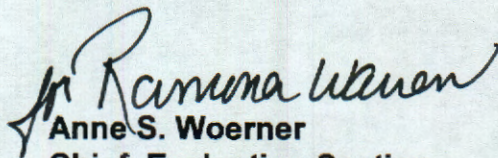
Flood Plain: In accordance with 44 CFR Part 60 (Flood Plain Management and Use), participating communities are required to review all proposed development to determine if a flood plain development permit is required. Flood plain administrators should review the proposed development described in this public notice and apprise this office of any flood plain development permit requirements.

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.

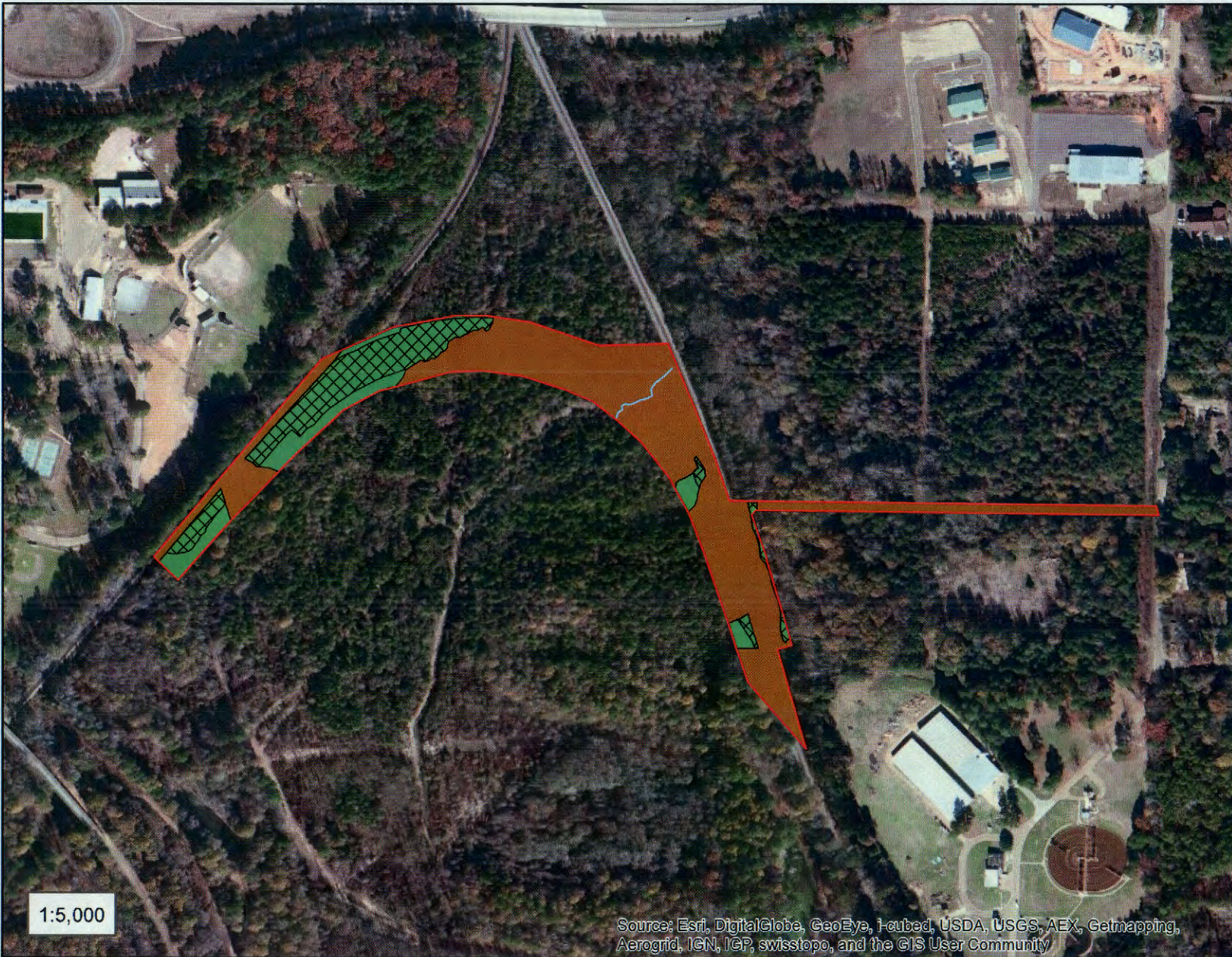
Public Involvement: The purpose of this notice is to solicit comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties. These comments will be used to evaluate the impacts of this project. All comments will be considered and used to help determine 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>, and click on ORM Permit Decisions under Program Links.



Anne S. Woerner
Chief, Evaluation Section
Regulatory Branch

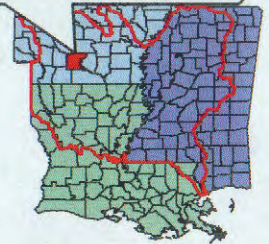


There are jurisdictional waters of the U.S. within the project boundary. A permit is required for the proposed work activities within jurisdictional waters of the U.S.

Legend

- | | | | |
|---|-----------------------------|---|--------------------------------|
|  | Project Boundary (9.73 Ac.) |  | Undisturbed Wetland (0.94 Ac.) |
|  | Wetland Impacts (1.84 Ac.) |  | Stream Impacts (241 L.F.) |
| | |  | Upland (6.95 Ac.) |

Ouachita County, AR



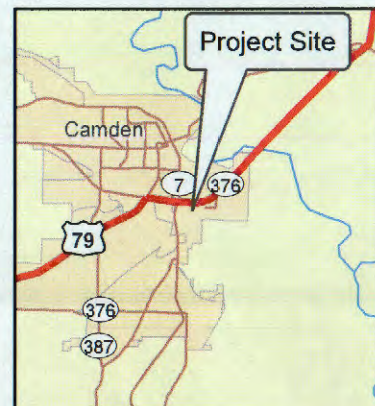
30 January 2014

MVK-2013-838

Proposed Wye Track
Union Pacific Railroad
Camden, Ouachita County, Arkansas

**Preliminary
Jurisdictional Determination**

Prepared by
Arel Simpson



**US Army Corps
of Engineers**

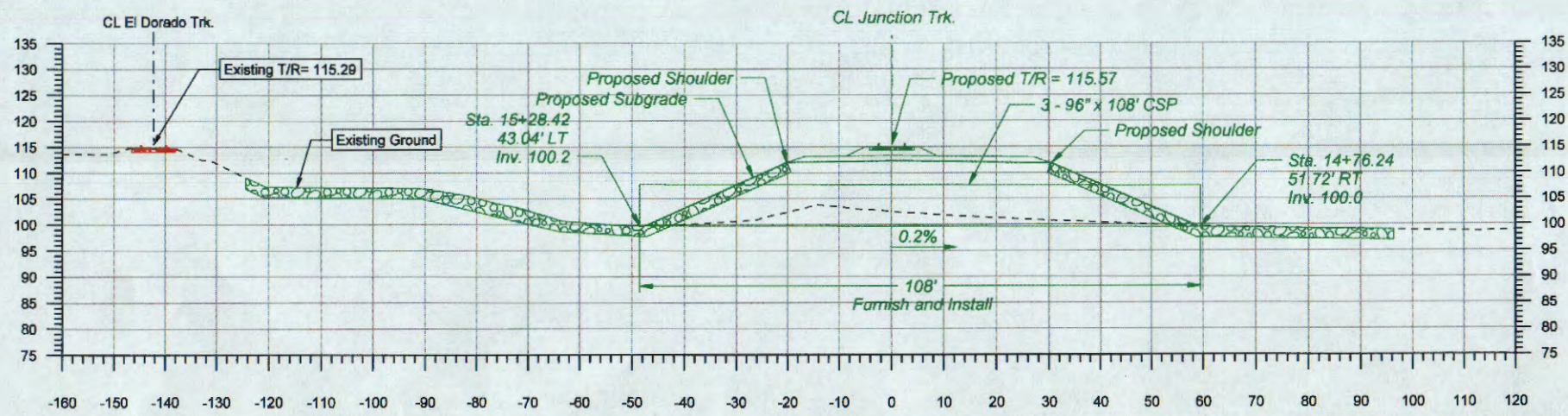
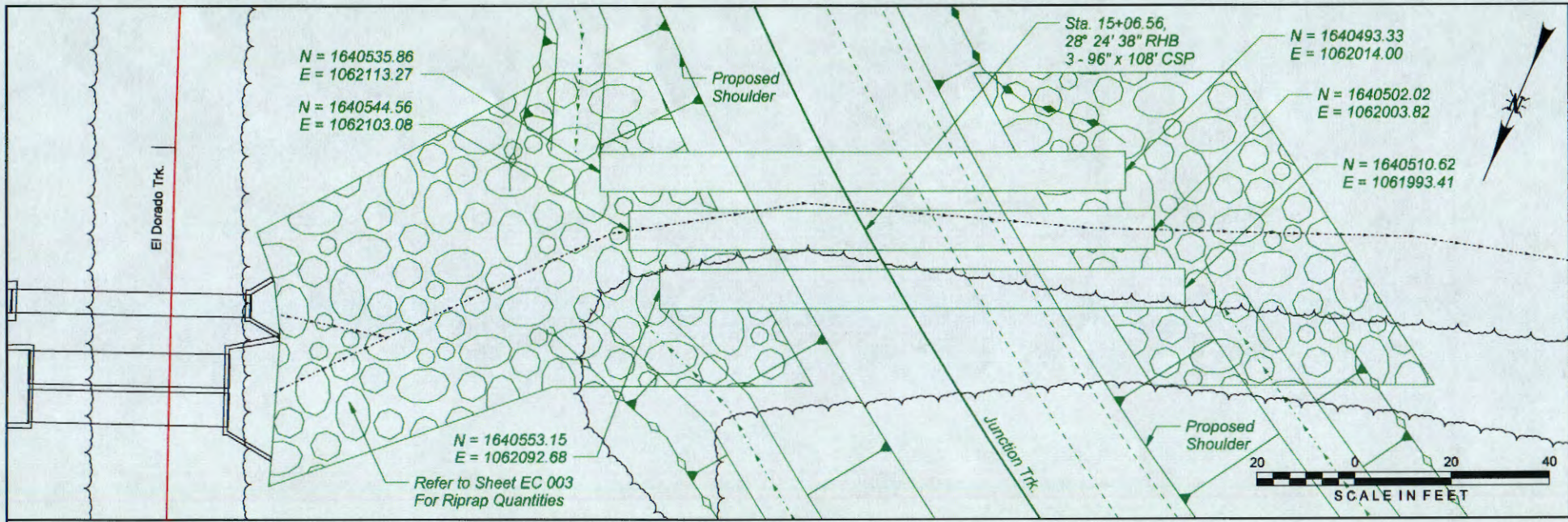


Regulatory Branch

Enforcement Section

0 130 260 520 Feet

Enclosure 1



3 - 96" CSP - Sta. 15+06.56 - MP 461.08
28° 24' 38" RHB

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		DRAWN BY: BSR CHECKED BY: JRM	Office of Assistant Vice President Engineering Design
		DATE: 6/25/2013 SHEET NUMBER: C 002 of 004	LOCATION & DESCRIPTION: Camden, Arkansas El Dorado Subdivision MP 480.83 to 481.38 Construct Junction Track
		SHEET TITLE: CULVERT STA. 16+06.77-96" CSP	

CEMVK-OD-FE TVG-MVK-2013-838

MR. GARY BATES
UNION PACIFIC RAILROAD

General Notes:

Corrosion Protection:

The engineer shall obtain site specific information on corrosiveness of the soil which may require an increase in material thickness or protective coating based on local experience.

Well Compacted Fill:

Well compacted fill shall be well graded granular soil free of any organic material, stones larger than 1½ inches, frozen lumps, debris or excessive moisture. Fill shall be compacted to 95% of maximum dry density as defined in ASTM International D1557 (Modified Proctor). Fill shall be placed and compacted in layers not to exceed 6 inches. Fill shall be placed simultaneously on both sides of the pipe and between multiple pipes. CLSM may be used in lieu of well compacted fill.

Controlled Low-Strength Material (CLSM) Fill:

Controlled Low-Strength Material is a self-compacting, cementitious fill material with an unconfined compressive strength of 50 to 300 psi. The mixture shall consist of water, Portland cement, fly ash, and sound fine aggregate or both. The mix design shall allow adequate flowability without segregation of aggregates. Hardening time is of prime importance and CLSM should develop 50 psi in about one hour. The maximum layer of thickness for CLSM shall be 3 feet. Additional layers shall not be placed until the CLSM has lost sufficient moisture to be walked on without indenting more than two inches. Pipe spacing may be reduced with CLSM.

Pipe Bedding:

Pipe bedding shall be granular material such as aggregates ordinarily specified and used in the construction of highway base and subbase. These aggregates include crushed stone, natural or crushed gravel, natural or manufactured sands, crushed slag or a homogeneous mixture of these materials. Pipe bedding shall be compacted to 95% of maximum dry density as defined in ASTM International D1557 (Modified Proctor). Recommended gradation is as follows:

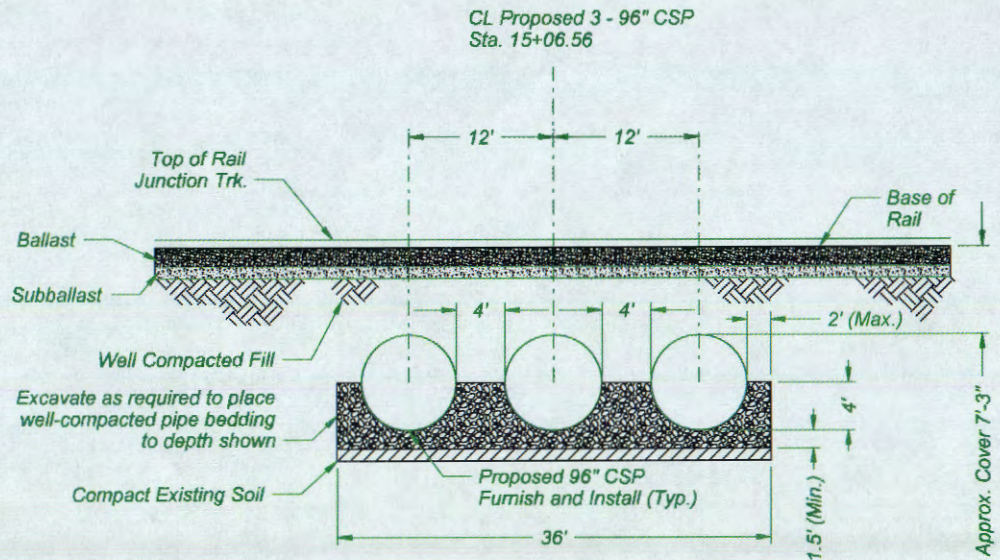
Screen Size:	% Passing (By Weight)
1 inch	100
½ inch	60-90
¼ inch	20-40
No. 4	10-20
No. 200	Less than 5%

Provide well-compacted bedding under corrugated steel pipe culvert (CSP). Over excavate 2'-0" each side of corrugated steel pipe. If loose, soft or excessively wet soils are encountered at this depth following over excavation, a 6" lift of granular bedding shall be placed on these soils and compressed into the subgrade. This procedure shall continue until a stable subgrade is produced. If a stable subgrade cannot be achieved, the UPRR Project Manager shall be notified.

Union Pacific sealant ballast, item no. 562-5428, may be used.

Fiber Optic Cable:

Contact the Union Pacific "Call Before You Dig" number 90 days (no less than 60 days) prior to the proposed construction start date. Prior to construction, confirm that all necessary relocations have been completed. The CBYD number is: 1-800-338-9193.



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		DRAWN BY: BSR CHECKED BY: JRM DATE: 8/25/2013 SHEET NUMBER: C 003 of 004	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design LOCATION & DESCRIPTION: Camden, Arkansas El Dorado Subdivision MP 460.83 to 481.38 Construct Junction Track SHEET TITLE: CULVERT STA. 15+06.77- 96" CSP
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UNION PACIFIC RAILROAD**