JOINT PUBLIC NOTICE

December 23, 2013

United States Army
Corps of Engineers
New Orleans District
Regulatory Branch
Post Office Box 60267
New Orleans, LA 70160-0267

(504) 862-1879
Project Manager
Ms. Angelle Greer
Permit Application Number
MVN-2012-00484-WMM

State of Louisiana
Department of Environmental Quality
Office of Environmental Services
Post Office Box 4313
Baton Rouge, LA 70821-4313

(225) 219-3225
Project Manager
Elizabeth Johnson
WQC Application Number
WQC 131216-01

Interested parties are hereby notified that a permit application has been received by the New Orleans District of the U.S. Army Corps of Engineers pursuant to: [ ] Section 10 of the Rivers and Harbors Act of March 3, 1899 (30 Stat. 1151; 33 USC 403); and/or [X] Section 404 of the Clean Water Act (86 Stat. 816; 33 USC 1344).

Application has also been made to the Louisiana Department of Environmental Quality for a Water Quality Certification (WQC) in accordance with statutory authority contained in LRS 30:2074 A(3) and provisions of Section 401 of the Clean Water Act."

SIDING TRACK AND APPURTENANT STRUCTURES IN ST. LANDRY PARISH

Name of applicant: Union Pacific Railway Corporation, c/o CH2M Hill, Attn: Doug Urry, 14701 St. Mary's Lane, Suite 300, Houston, Texas 77079

Location of work: 30.69847°N, 91.80472°W, approximately 3.63 miles west-northwest of Melville, Louisiana, in ST. LANDRY Parish, as shown on the enclosed drawings.

Character of work: Place approximately 29,072 cubic yards of earthen material, 1,060 cubic yards of subballast material, and 25 cubic yards of rip rap to facilitate construction of 11,035-linear feet of railroad siding track and appurtenant structures, including 8 access roads (totaling 750 linear feet), one 48-inch culvert, seven 36-inch culverts, a 180-foot by 20-foot bridge, 2 land pads, and 2 remote signal mounds. Approximately 5.47 acres of unavoidable wetland impacts will be compensated for through the purchase of credits from an approved mitigation bank in the same hydrologic basin (HUC 08080101).

The comment period for the Department of the Army Permit and the Louisiana Department of Environmental Quality WQC will close **20 days** from the date of this joint public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this permit and/or this WQC request and must be mailed so as to be received before or by the last day of the comment period. Letters concerning the Corps of Engineers permit application must reference the applicant's name and the Permit Application Number, and be mailed to the Corps of Engineers at the address above, **ATTENTION: REGULATORY BRANCH. Individuals or parties may request an extension of time in which to comment on the proposed work by writing to the project manager or clicking on the project manager's name on the public notice grid on the web page. Any request must be specific and substantively supportive of the requested extension and received by this office prior to the end of the initial comment period. The Section Chief will review the request and the requestor will be promptly notified of the decision to grant or deny the request. If granted, the time extension will be continuous to the initial comment period and, inclusive of the initial comment period, will not exceed a total of 30 calendar days.** Letters concerning the Water Quality Certification must reference the applicant's name and the WQC Application number and be mailed to the Louisiana Department of Environmental Quality at the address above.

The application for this proposed project is on file with the Louisiana Department of Environmental Quality and may be examined weekdays between 8:00 a.m. and 4:30 p.m. Copies may be obtained upon payment of costs of reproduction.

Corps of Engineers Permit Criteria

The decision whether to issue a permit will be based on an evaluation of the probable impacts, 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 thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, 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, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The U.S. Army 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 U.S. Army Corps of Engineers to determine whether to make, 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 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.

No properties listed on the National Register of Historic Places are near the proposed work. The possibility exists that the proposed work may damage or destroy presently unknown archeological, scientific, prehistorical, historical sites, or data. Copies of this notice are being sent to the State Archeologist and the State Historic Preservation Officer.

Our initial finding is that the proposed work would neither affect any species listed as endangered by the U.S. Departments of Interior or Commerce, nor affect any habitat designated as critical to the survival and recovery of any endangered species.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The applicant's proposal would result in the destruction or alteration of 0.0 acre(s) of EFH utilized by various life stages of red drum and penaeid shrimp. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

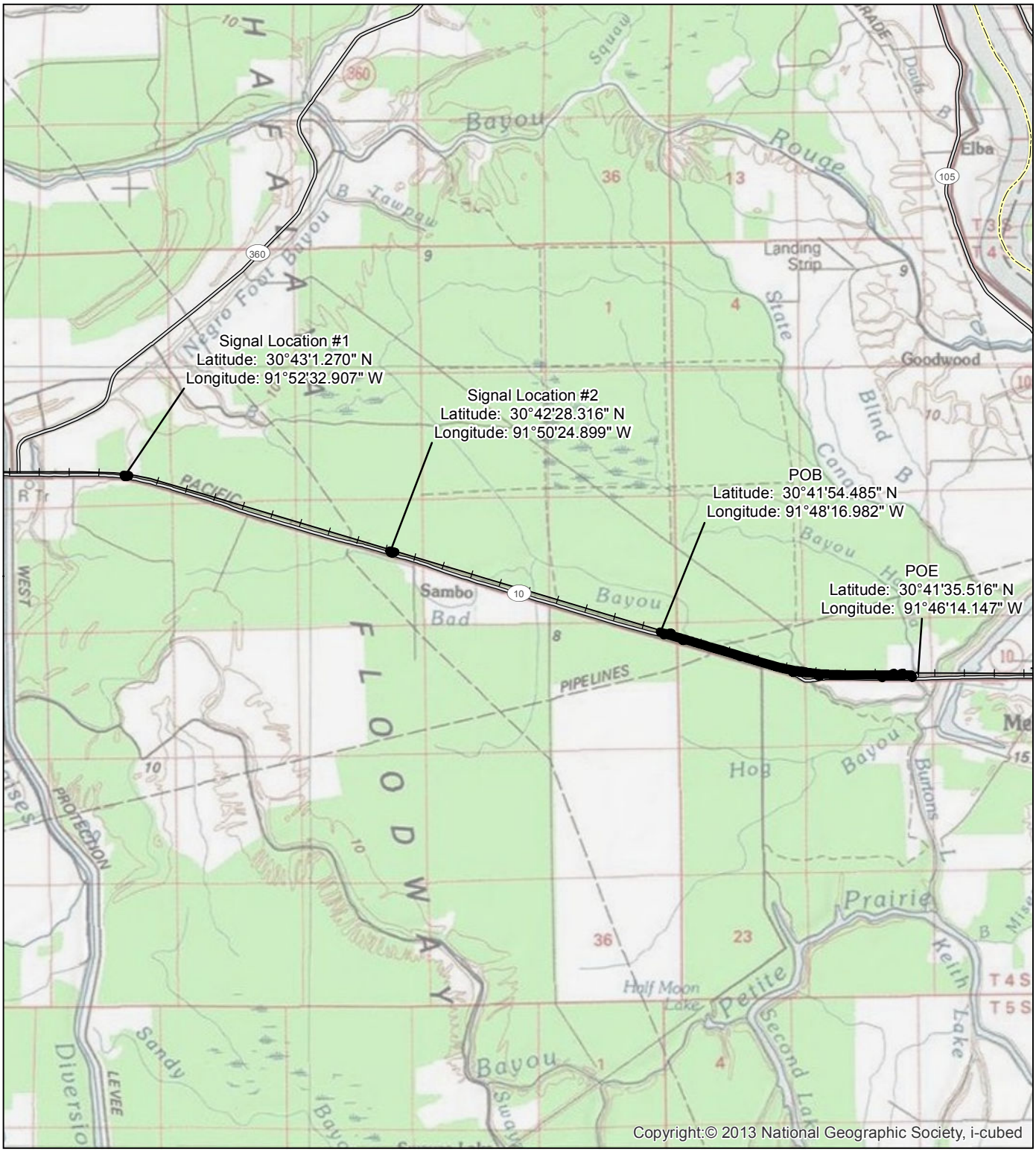
If the proposed work involves deposits of dredged or fill material into navigable waters, the evaluation of the probable impacts will include the application of guidelines established by the Administrator of the Environmental Protection Agency. Also, a certification that the proposed activity will not violate applicable water quality standards will be required from the Department of Environmental Quality, Office of Environmental Services before a permit is issued.

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, with particularity, the reasons for holding a public hearing.

You are requested to communicate the information contained in this notice to any other parties whom you deem likely to have interest in the matter.

Darrell S. Barbara
Chief, Western Evaluation Section

Enclosures



Major Highway
Interstate
Rail Centerline
Project Boundary

September 06, 2013

N

0 6,000

Feet

1 in = 6,000 ft

Source: USGS Topo Maps

CH2MHILL®

Union Pacific Railroad
Vicinity Map
Melville Siding Project

Figure 1
Sheet 1 of 25

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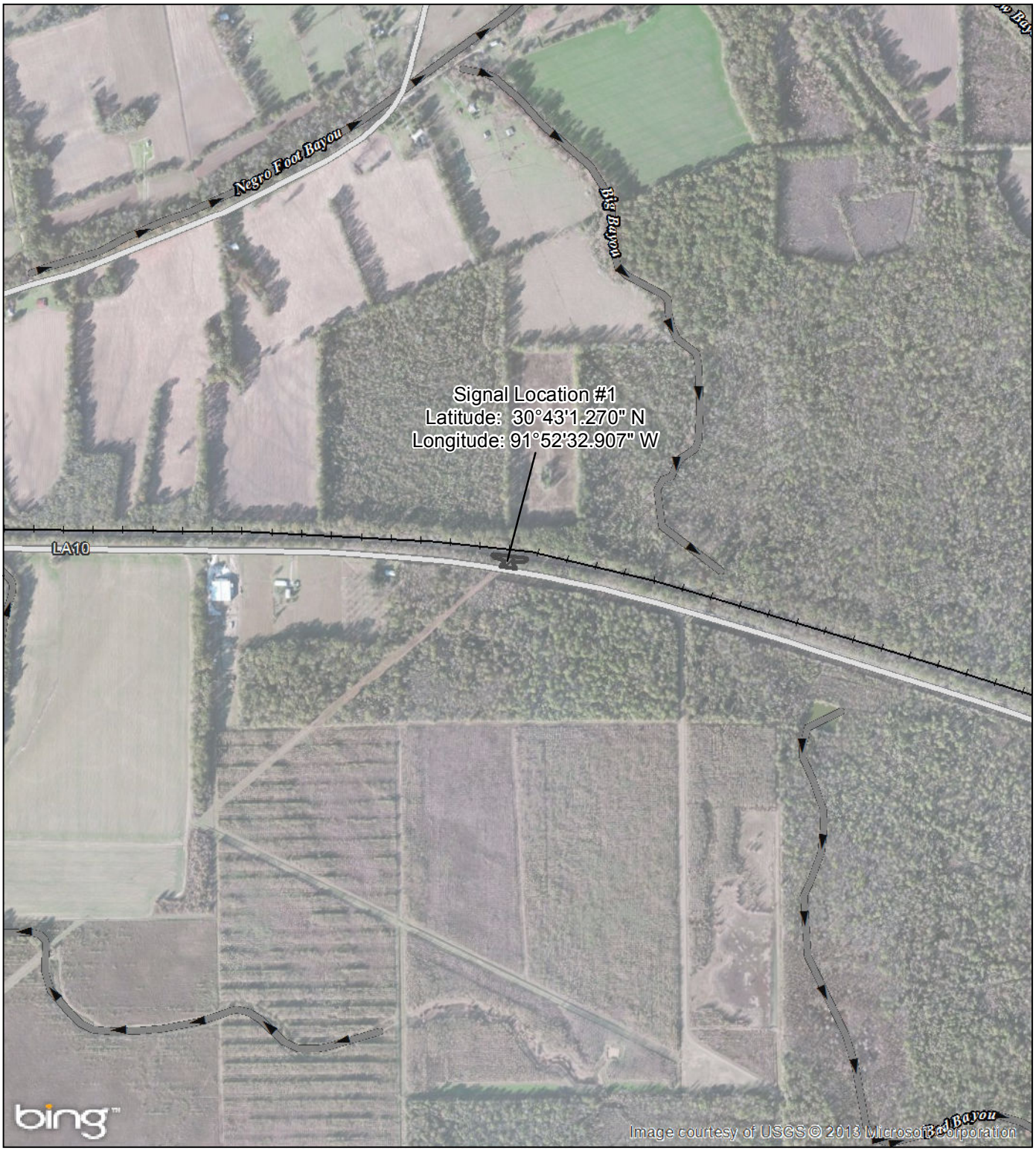


Existing Track

Road Centerline

Surface Water and Flow Direction

Project Boundary

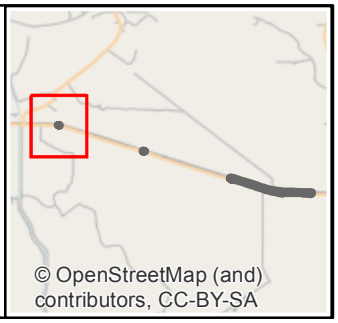
September 06, 2013

N

0 1,000

Feet

1 in = 1,000 ft



Source: Bing Maps Aerial

CH2MHILL®

Union Pacific Railroad
Existing Conditions
Melville Siding Project

Figure 1
Sheet 2 of 25

Path: R:\GIS\HOU\UPRR\Melville\MapFiles\Permit\Melville_Permit_Existing_Conditions.mxd - 9/19/2013 @ 11:39:39 AM

Existing Track

Road Centerline

Surface Water and Flow Direction

Project Boundary

September 06, 2013

N

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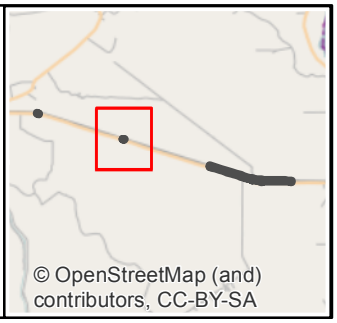
Feet

1 in = 1,000 ft



Source: Bing Maps Aerial

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Union Pacific Railroad
Existing Conditions
Melville Siding Project

Figure 1
Sheet 3 of 25

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Existing Track

Road Centerline

Surface Water and Flow Direction

Project Boundary

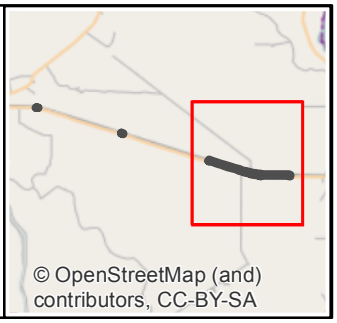
September 06, 2013

N

0 2,000

Feet

1 in = 2,000 ft



Source: Bing Maps Aerial

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Union Pacific Railroad
Existing Conditions
Melville Siding Project

Figure 1
Sheet 4 of 25

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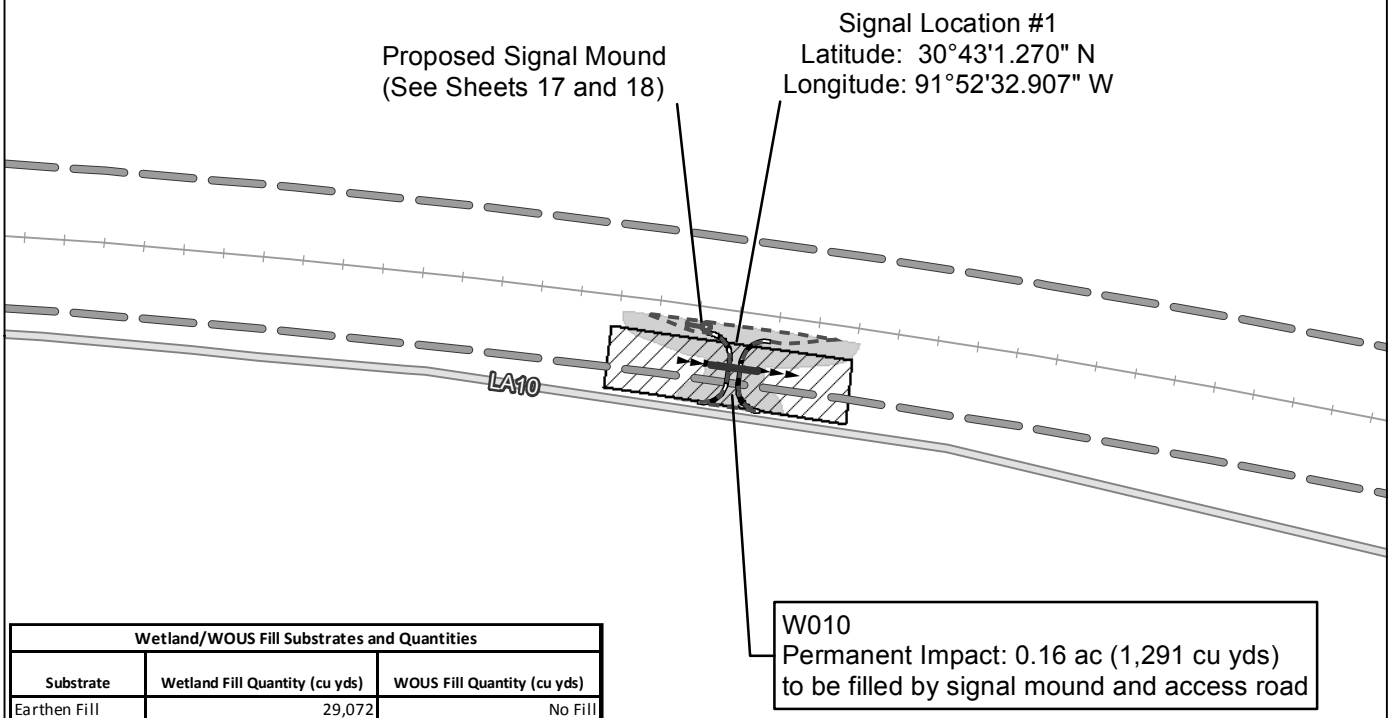
St. Landry Parish



Wetland/WOUS Fill Substrates and Quantities		
Substrate	**Wetland Fill Quantity (cu yds)**	**WOUS Fill Quantity (cu yds)**
Earthen Fill	29,072	No Fill
Subballast Fill	1,060	No Fill
Rip Rap	25	No Fill
Road Base Fill	187	No Fill
Total Fill (cu yds)	**30,344**	**No Fill**

Permanent and Temporary Wetland/WOUS Impacts		
Wetland/WOUs	**Permanent Impact (ac)**	**Temporary Impact (ac)**
Perennial Stream	No impact	0.14
Palustrine Emergent	0.03	0.03
Palustrine Forested	4.11	1.30
Total Impacts (ac)	**4.14**	**1.47**

Proposed Track
Existing Track
Signal Case
Grading Limits
Existing Culvert
Proposed Culvert
Existing Bridge
Proposed Bridge
Road Improvement
Existing Right-of-Way
Road Centerline
Surface flow
Surface Water and Flow Direction

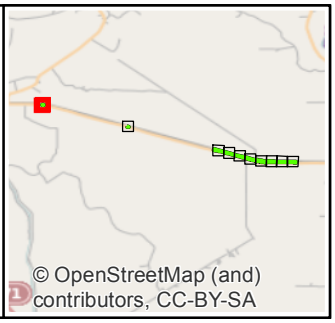
Wetlands
Potential Jurisdictional wetlands
Potential Jurisdictional waters of the U.S.

Workspaces
Permanent
Temporary

Landing Pad

September 06, 2013

N
0 200
Feet
1 in = 200 ft



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Union Pacific Railroad
Plan View
Melville Siding

Sheet 5 of 25

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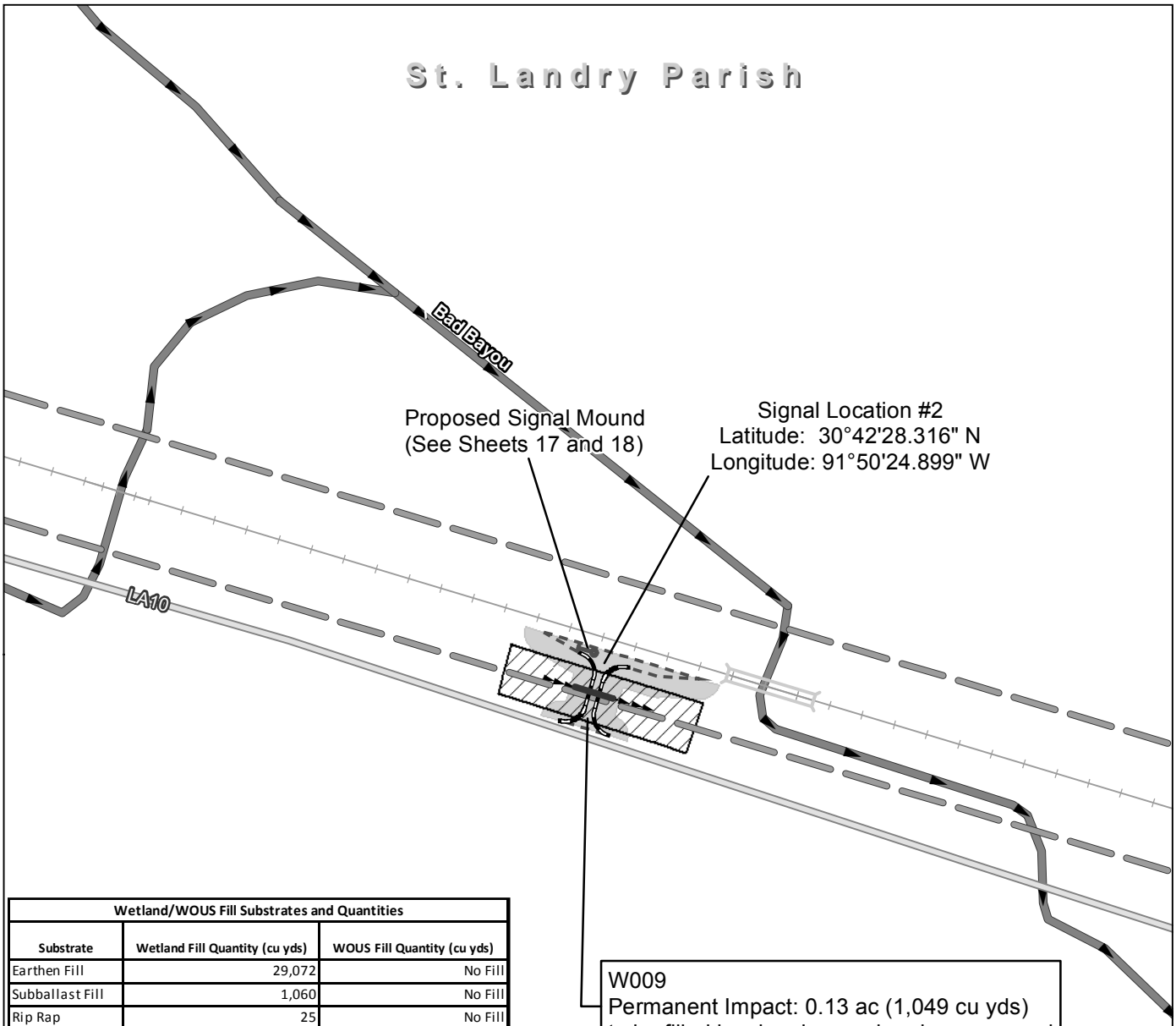

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- Surface flow
- Surface Water and Flow Direction

Wetlands

- Potential Jurisdictional wetlands
- Potential Jurisdictional waters of the U.S.

Workspaces

- Permanent
- Temporary

- Landing Pad

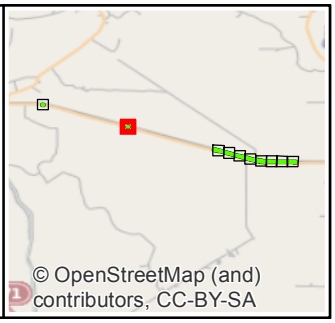
September 06, 2013

N

0 200

Feet

1 in = 200 ft



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Union Pacific Railroad
Plan View
Melville Siding

Sheet 6 of 25

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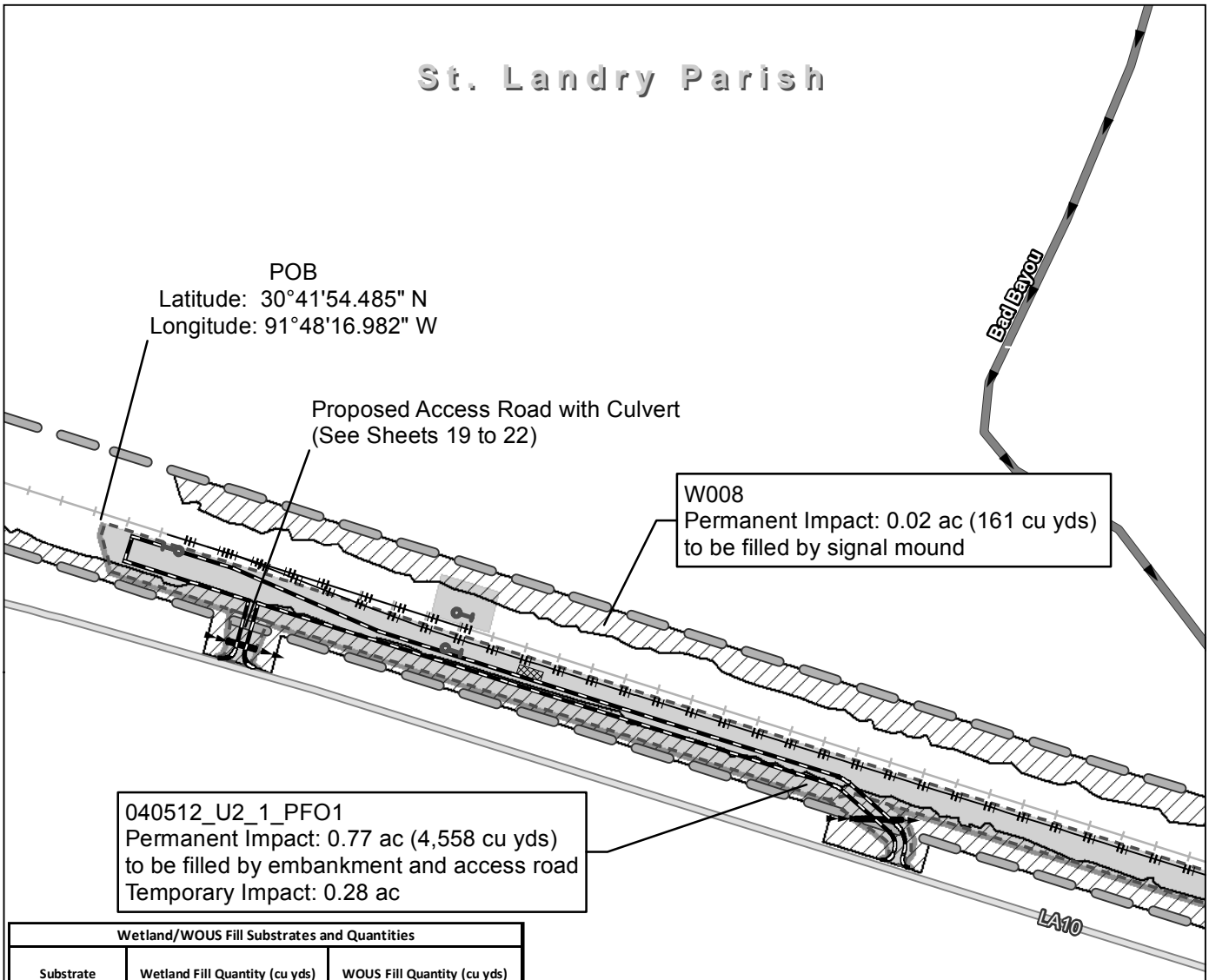

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September 06, 2013

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Feet
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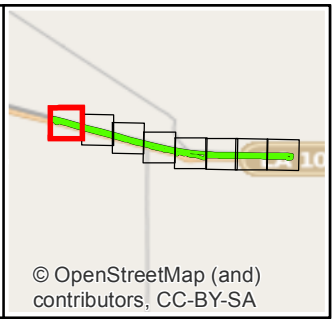

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Union Pacific Railroad
Plan View
Melville Siding

Sheet 7 of 25

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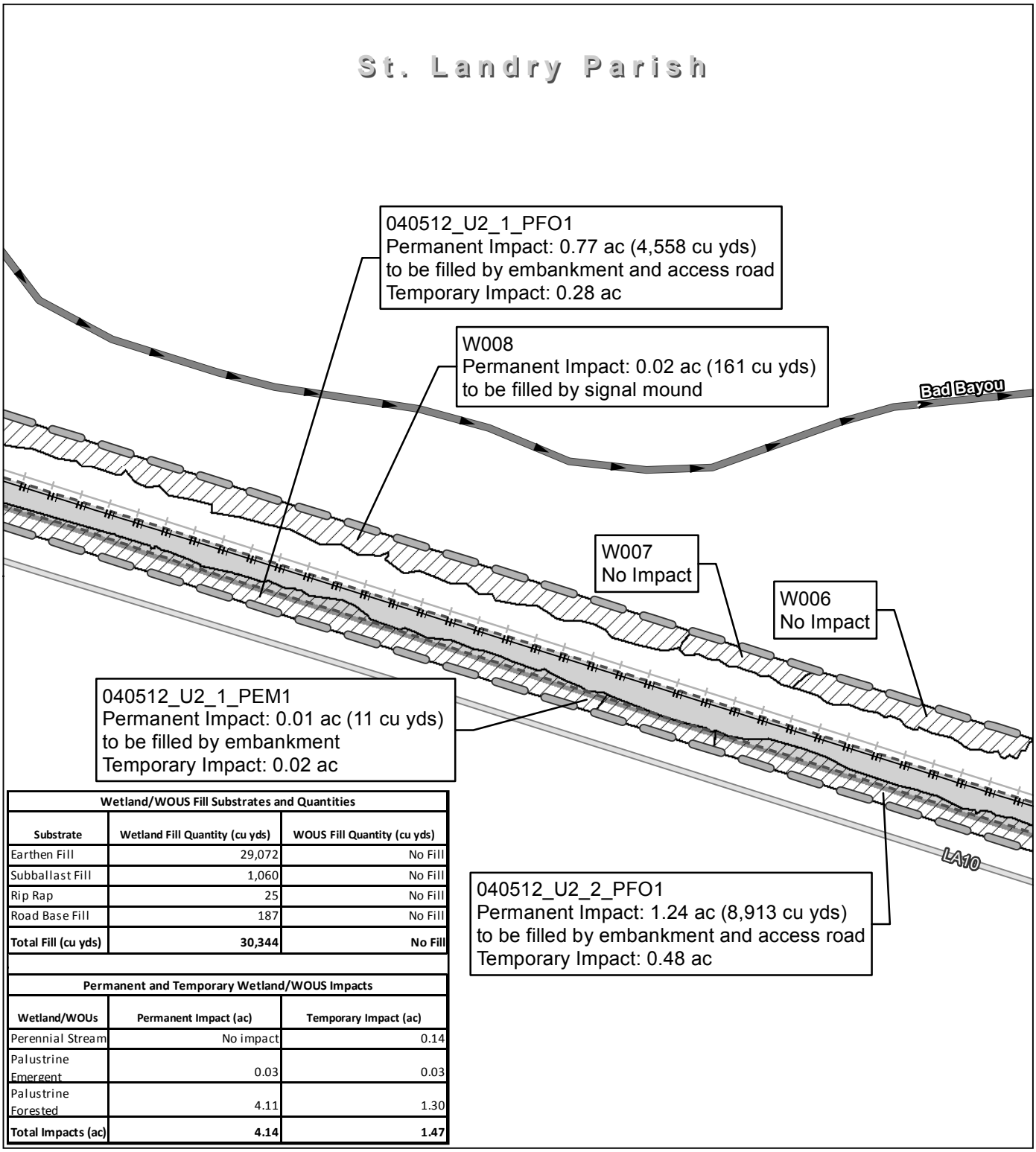

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N
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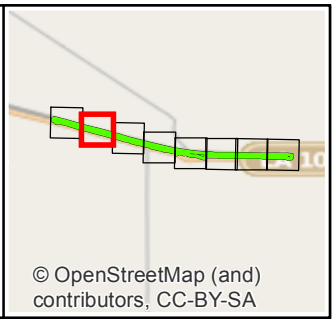
Feet
1 in = 200 ft



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Union Pacific Railroad
Plan View
Melville Siding

Sheet 8 of 25

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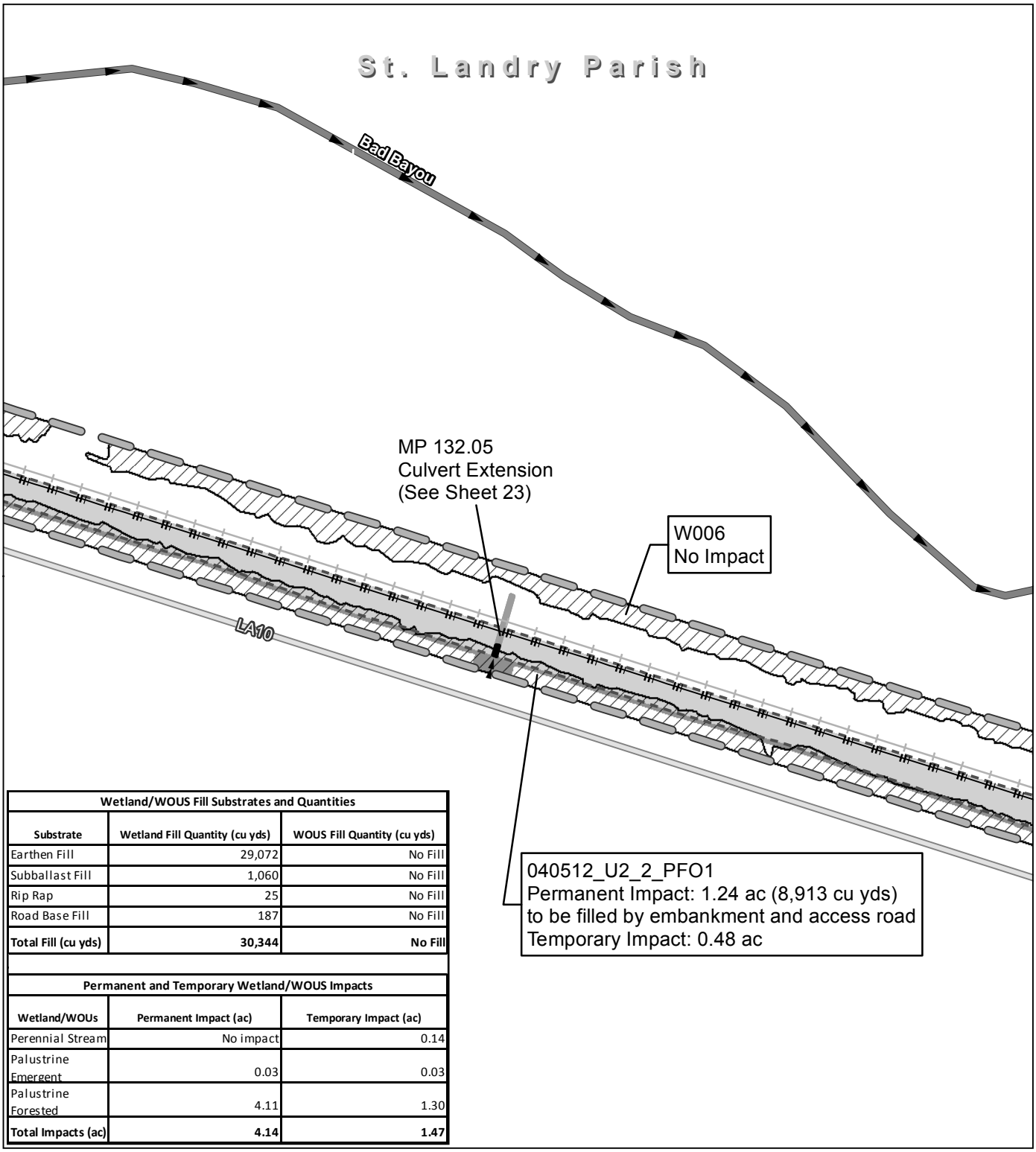

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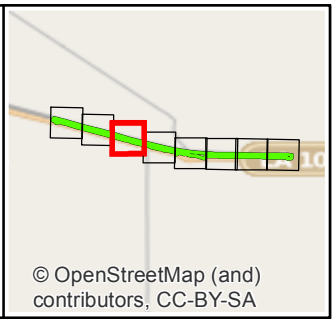
September 06, 2013

N

0 200

Feet

1 in = 200 ft



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Union Pacific Railroad
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Melville Siding

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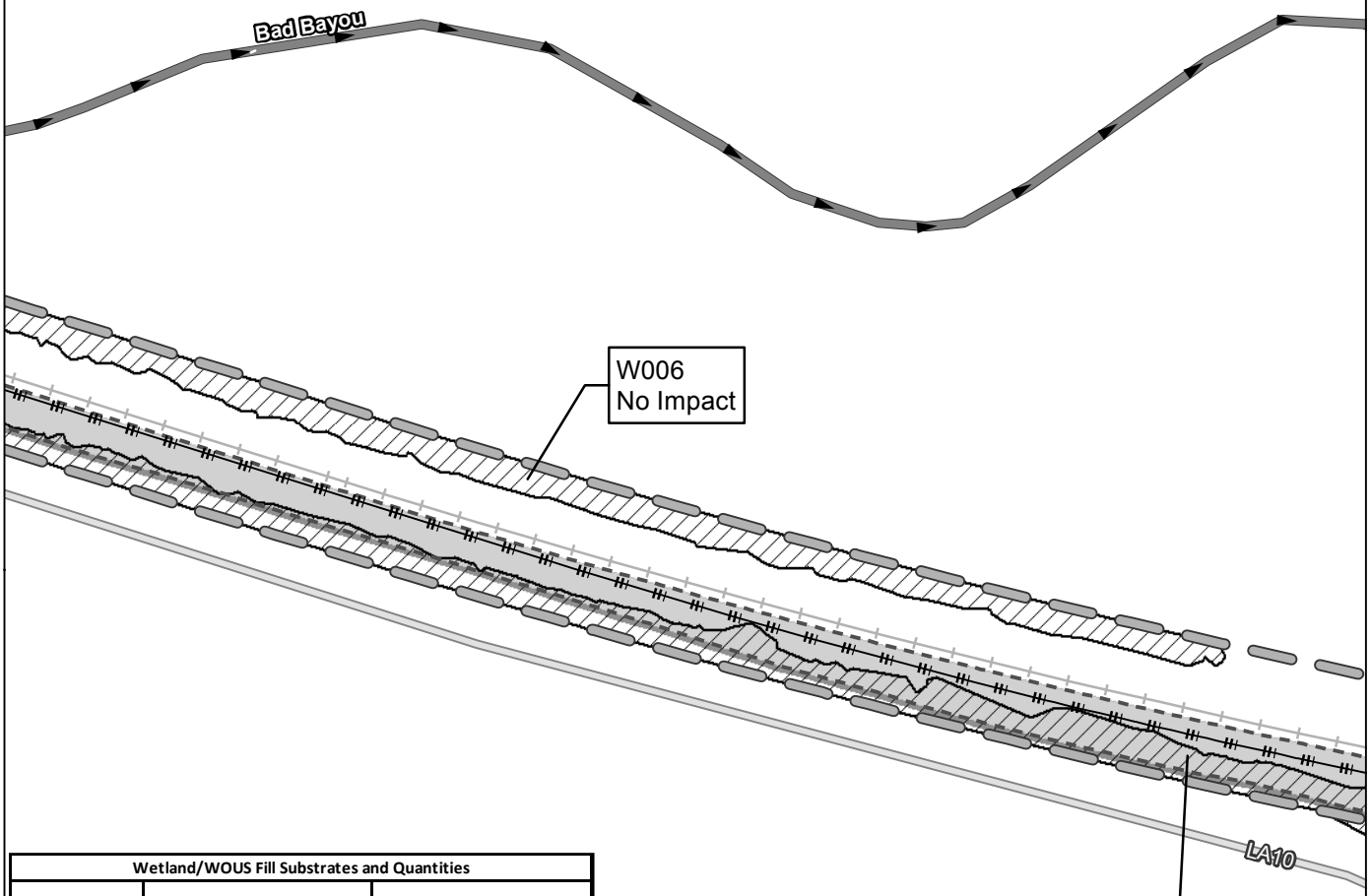
St. Landry Parish



040512_U2_2_PFO1
Permanent Impact: 1.24 ac (8,913 cu yds)
to be filled by embankment and access road
Temporary Impact: 0.48 ac

Wetland/WOUS Fill Substrates and Quantities

Substrate	Wetland Fill Quantity (cu yds)	WOUS Fill Quantity (cu yds)
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0 200
Feet
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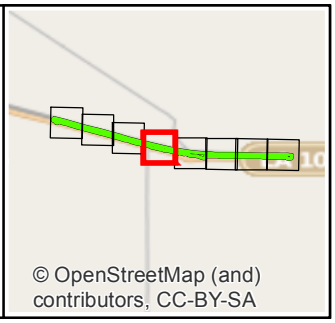

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Union Pacific Railroad
Plan View
Melville Siding

Sheet 10 of 25

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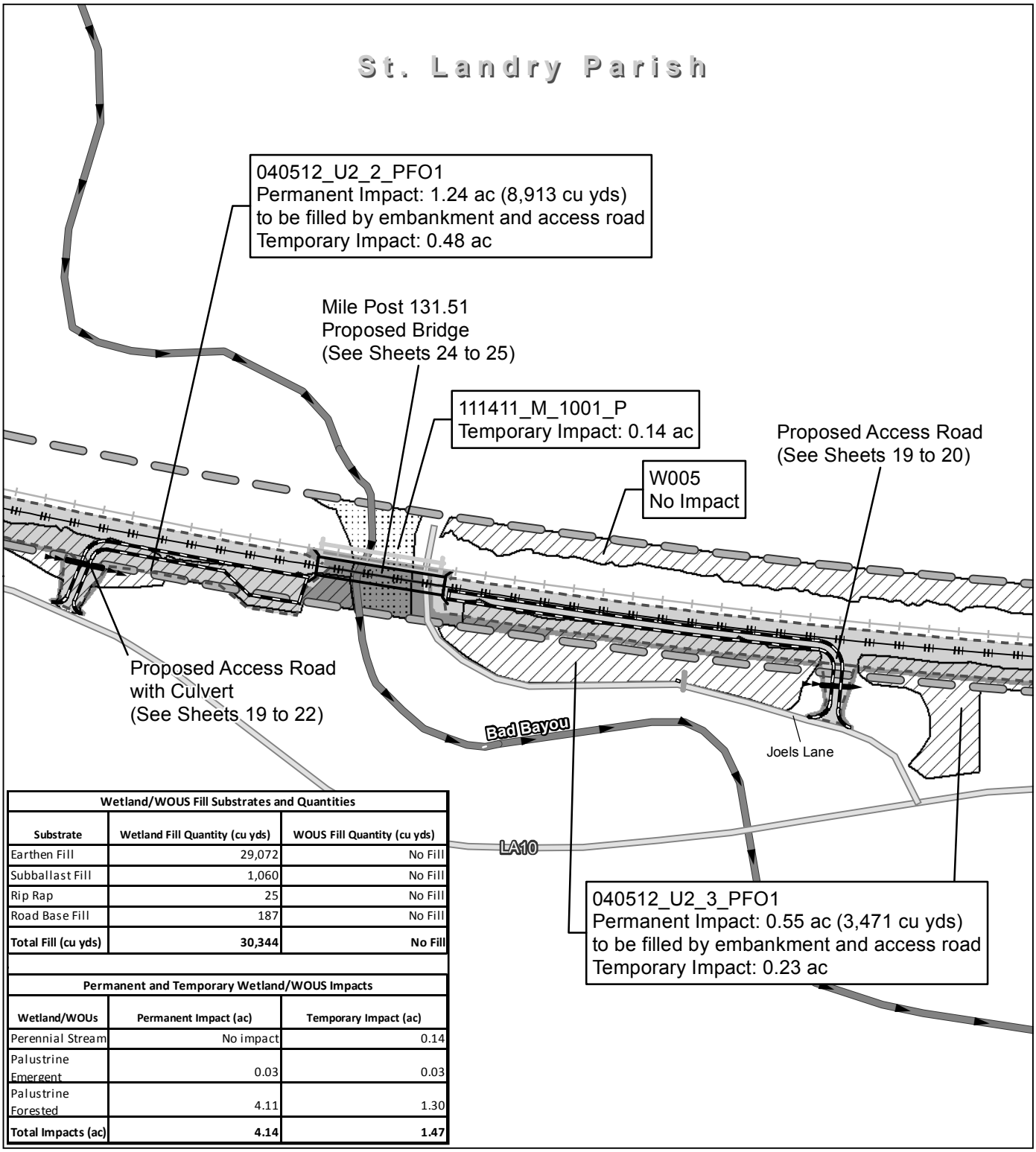

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0 200

Feet

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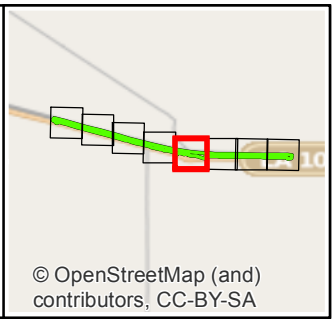

CH2MHILL®

Union Pacific Railroad
Plan View
Melville Siding

Sheet 11 of 25

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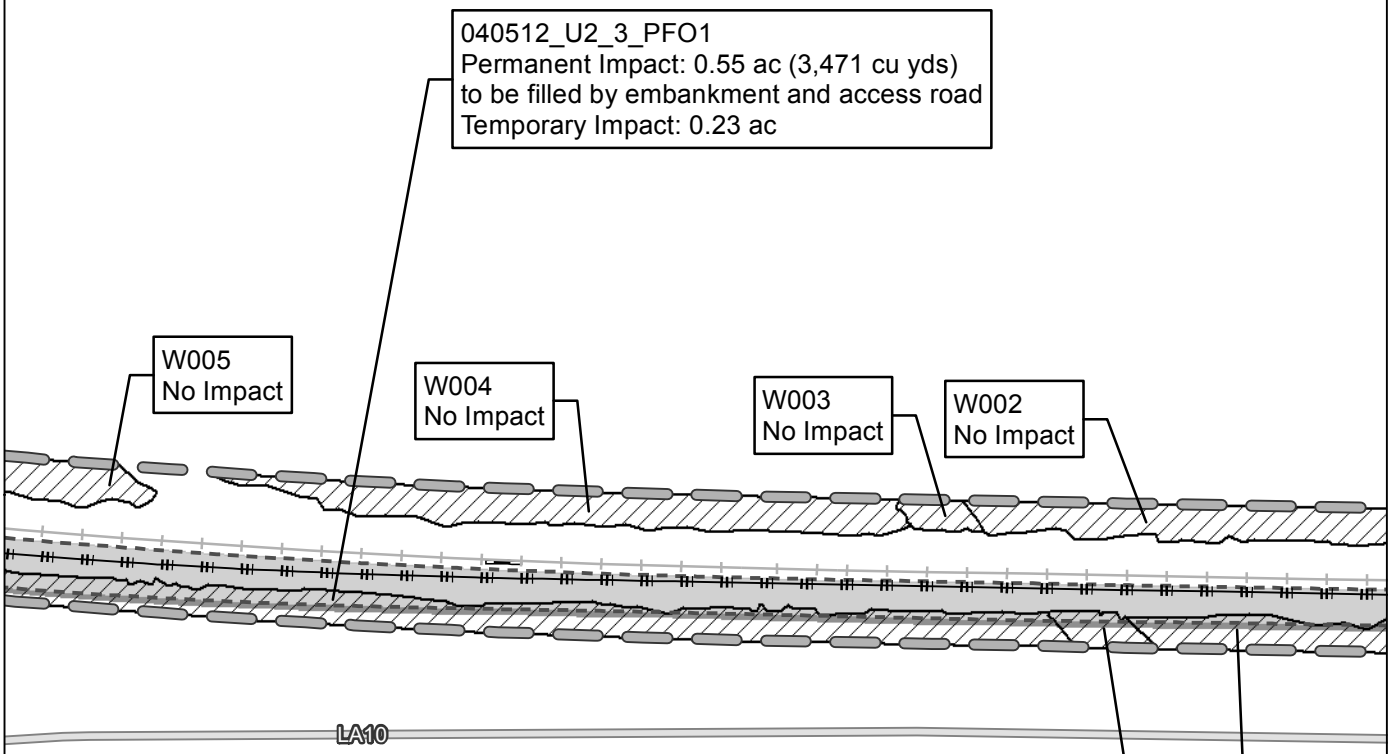
St. Landry Parish



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Palustrine Emergent	0.03	0.03
Palustrine Forested	4.11	1.30
Total Impacts (ac)	**4.14**	**1.47**

- Proposed Track
- Existing Track
- Signal Case
- Grading Limits
- Existing Culvert
- Proposed Culvert
- Existing Bridge
- Proposed Bridge
- Road Improvement
- Existing Right-of-Way
- Road Centerline
- Surface flow
- Surface Water and Flow Direction

Wetlands

- Potential Jurisdictional wetlands
- Potential Jurisdictional waters of the U.S.

Workspaces

- Permanent
- Temporary

- Landing Pad

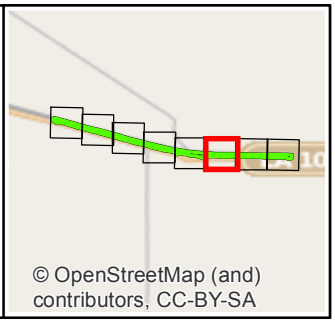
September 06, 2013

N

0 200

Feet

1 in = 200 ft

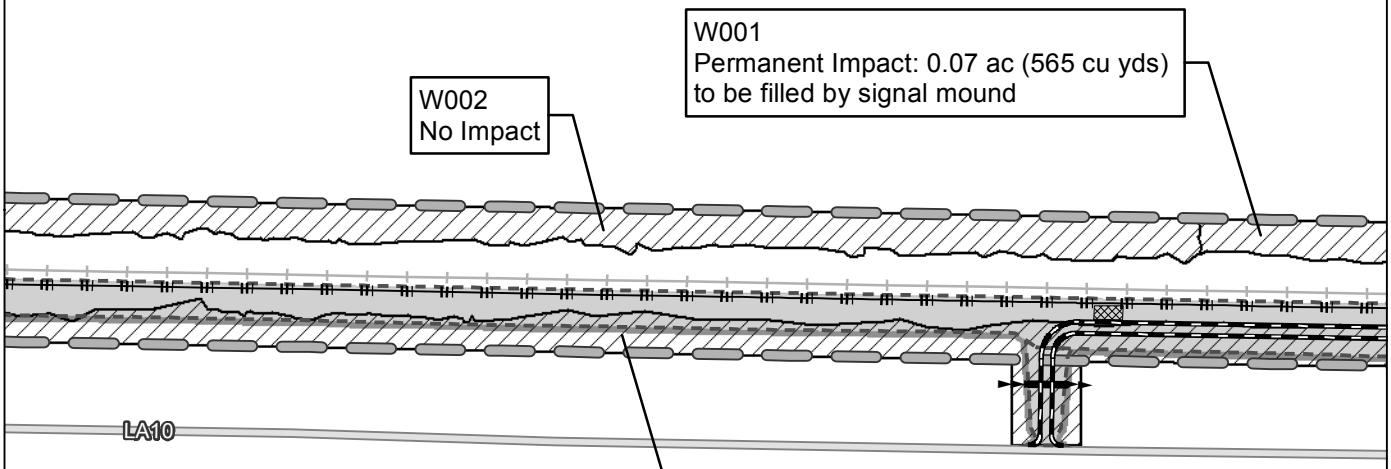


CH2MHILL®

Union Pacific Railroad
Plan View
Melville Siding

Sheet 12 of 25

St. Landry Parish



Wetland/WOUS Fill Substrates and Quantities		
Substrate	**Wetland Fill Quantity (cu yds)**	**WOUS Fill Quantity (cu yds)**
Earthen Fill	29,072	No Fill
Subballast Fill	1,060	No Fill
Rip Rap	25	No Fill
Road Base Fill	187	No Fill
Total Fill (cu yds)	**30,344**	**No Fill**

Permanent and Temporary Wetland/WOUS Impacts		
Wetland/WOUs	**Permanent Impact (ac)**	**Temporary Impact (ac)**
Perennial Stream	No impact	0.14
Palustrine Emergent	0.03	0.03
Palustrine Forested	4.11	1.30
Total Impacts (ac)	**4.14**	**1.47**

- Proposed Track
- Existing Track
- Signal Case
- Grading Limits
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- Proposed Bridge
- Road Improvement
- Existing Right-of-Way
- Road Centerline
- Surface flow
- Surface Water and Flow Direction

Wetlands

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- Potential Jurisdictional waters of the U.S.

Workspaces

- Permanent
- Temporary

- Landing Pad

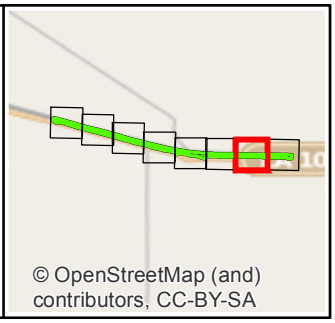
September 06, 2013

N

0 200

Feet

1 in = 200 ft



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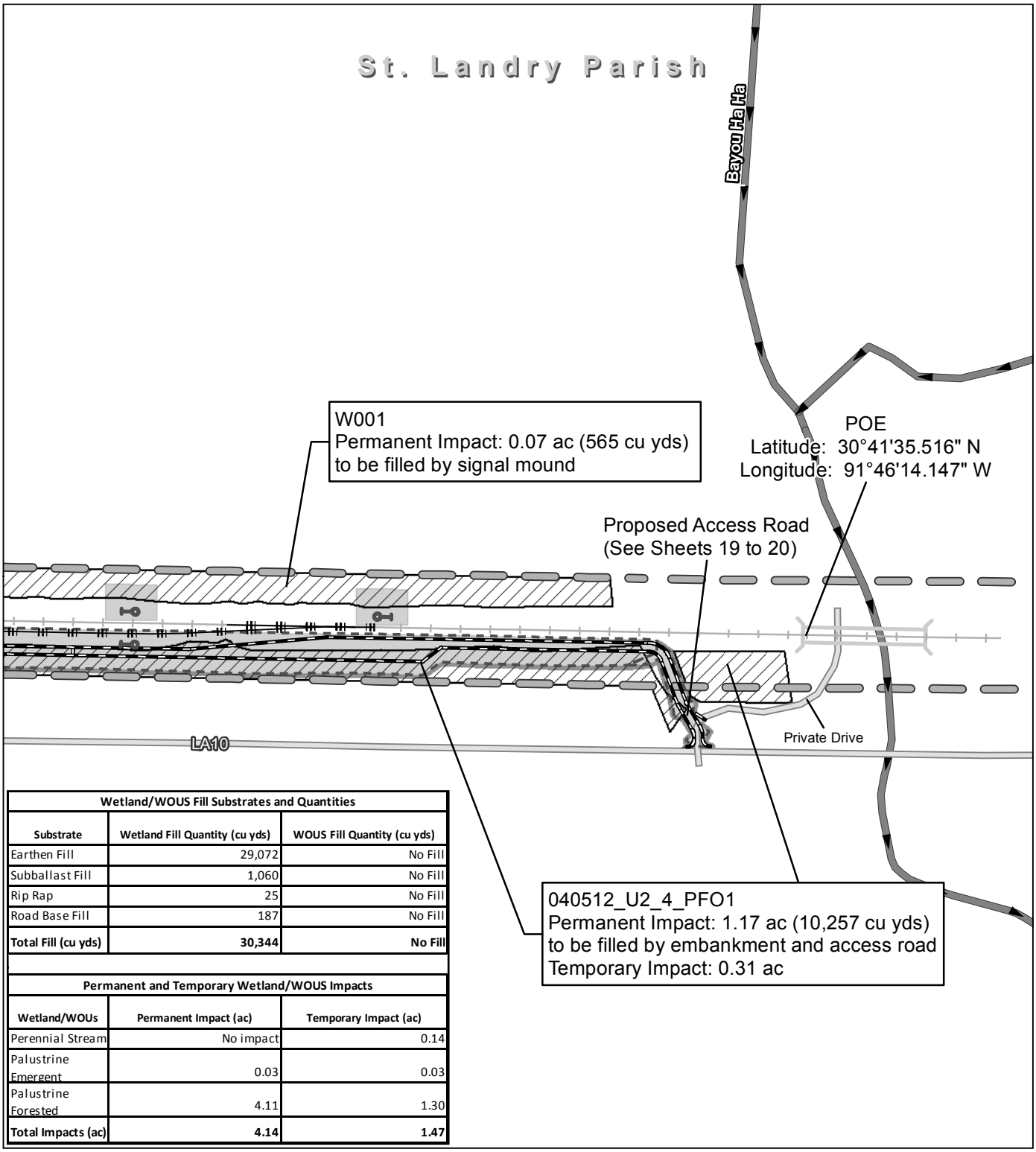
Union Pacific Railroad
Plan View
Melville Siding

Sheet 13 of 25

R:\GIS\HOU\UPRR\Melville\MapFiles\Permit\Melville_Permit_DataDriven_082613.mxd - 9/6/2013 @ 2:01:25 PM



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- Proposed Track
- Existing Track
- Signal Case
- Grading Limits
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- Proposed Bridge
- Road Improvement
- Existing Right-of-Way
- Road Centerline
- Surface flow
- Surface Water and Flow Direction

Wetlands
- Potential Jurisdictional wetlands
- Potential Jurisdictional waters of the U.S.

Workspaces
- Permanent
- Temporary

- Landing Pad

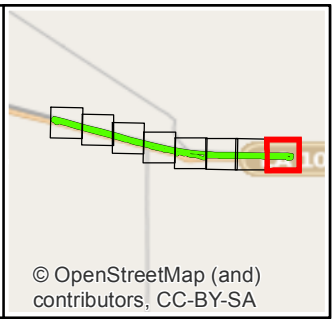
September 06, 2013

N

0 200

Feet

1 in = 200 ft



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Union Pacific Railroad
Plan View
Melville Siding

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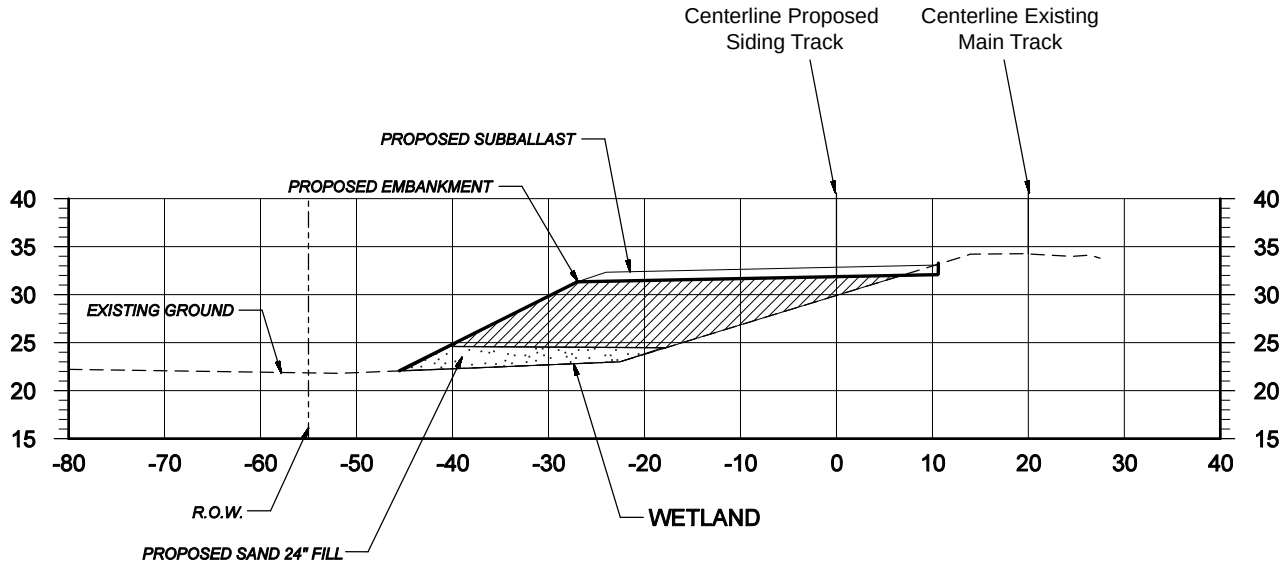

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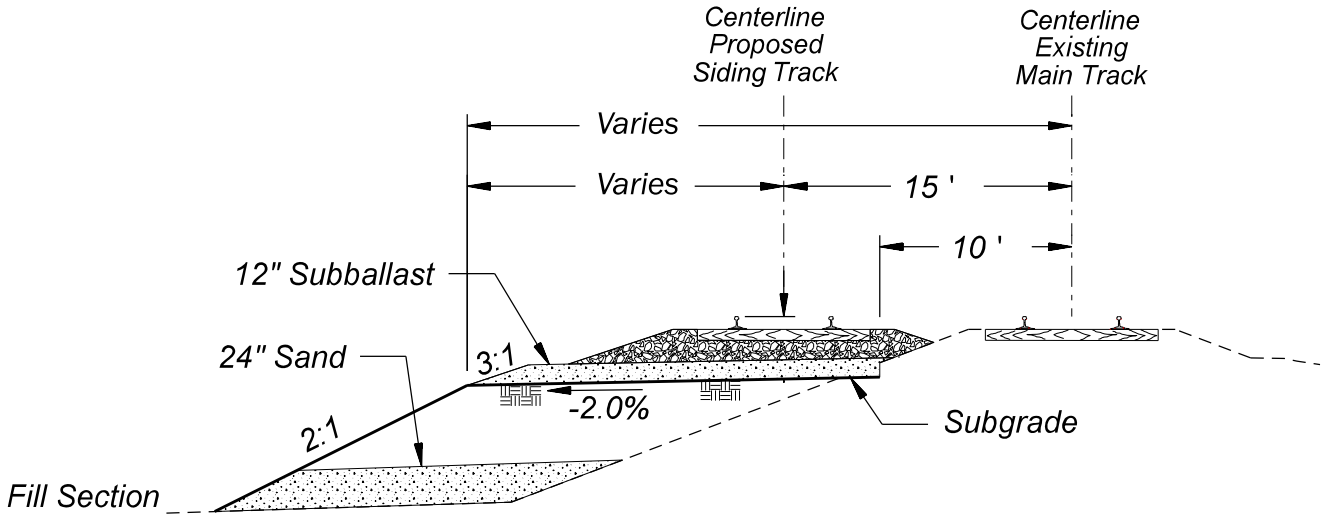
Office of AVP Engineering Design/Construction

MELVILLE SIDING

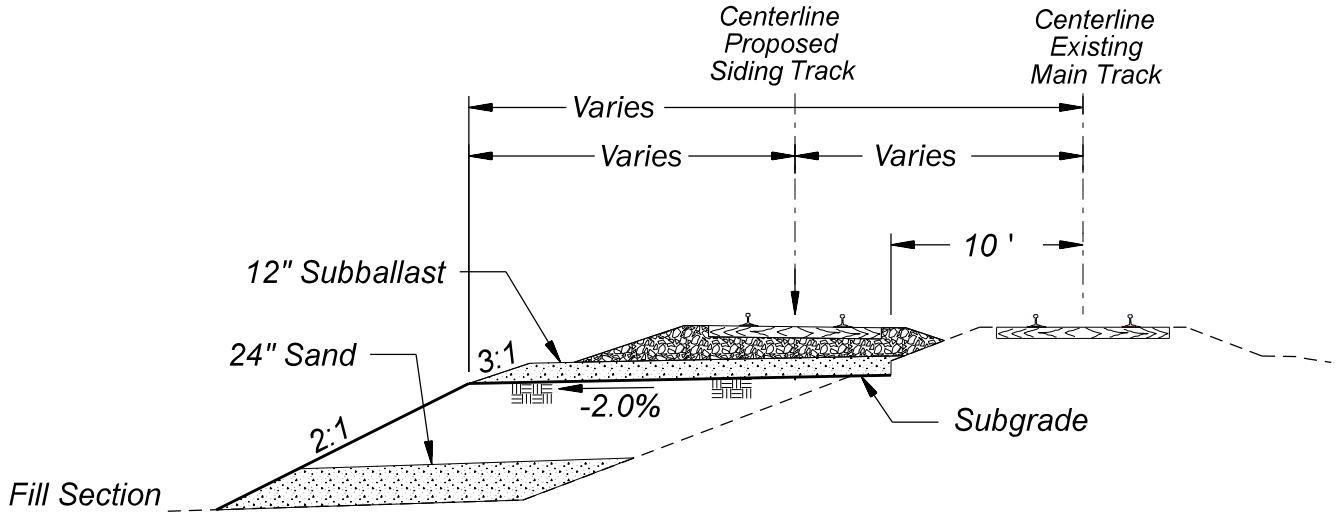
SEPTEMBER 6, 2013

CROSS SECTION
TYPICAL WETLAND
SHEET 15 of 25

ES061213132907SAC



TYPICAL SECTION FOR SIDING



TYPICAL SECTION FOR SIDING AT CURVES

UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

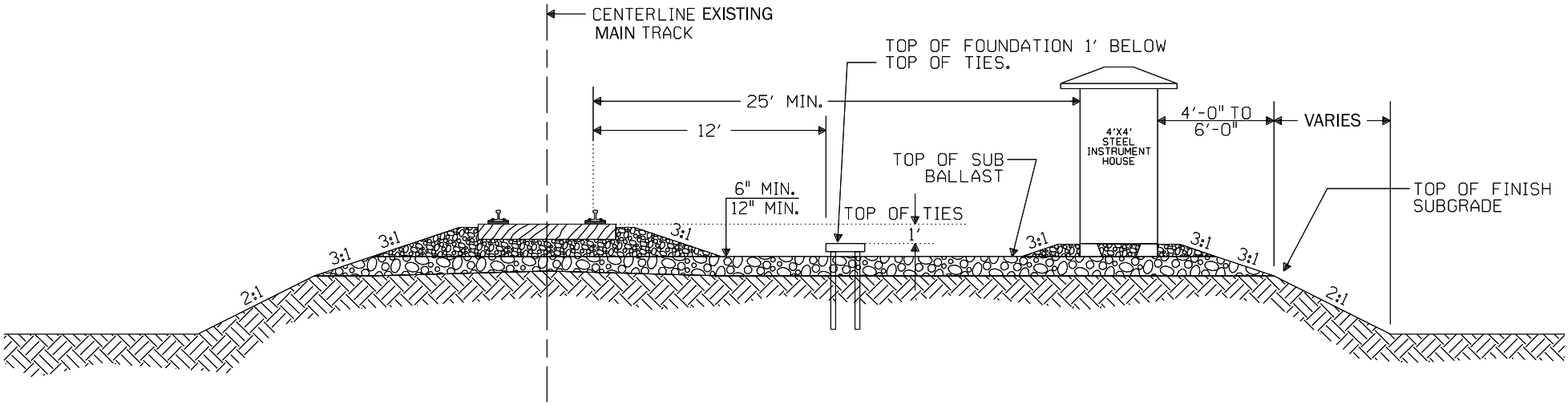
MELVILLE SIDING

SEPTEMBER 6, 2013

CROSS SECTION
TYPICAL SIDING TRACK
SHEET 16 of 25

NOT TO SCALE

ES061213132907SAC



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MELVILLE SIDING

CROSS SECTION
TYPICAL SIGNAL MOUND
SHEET 17 of 25

SEPTEMBER 6, 2013

NOT TO SCALE

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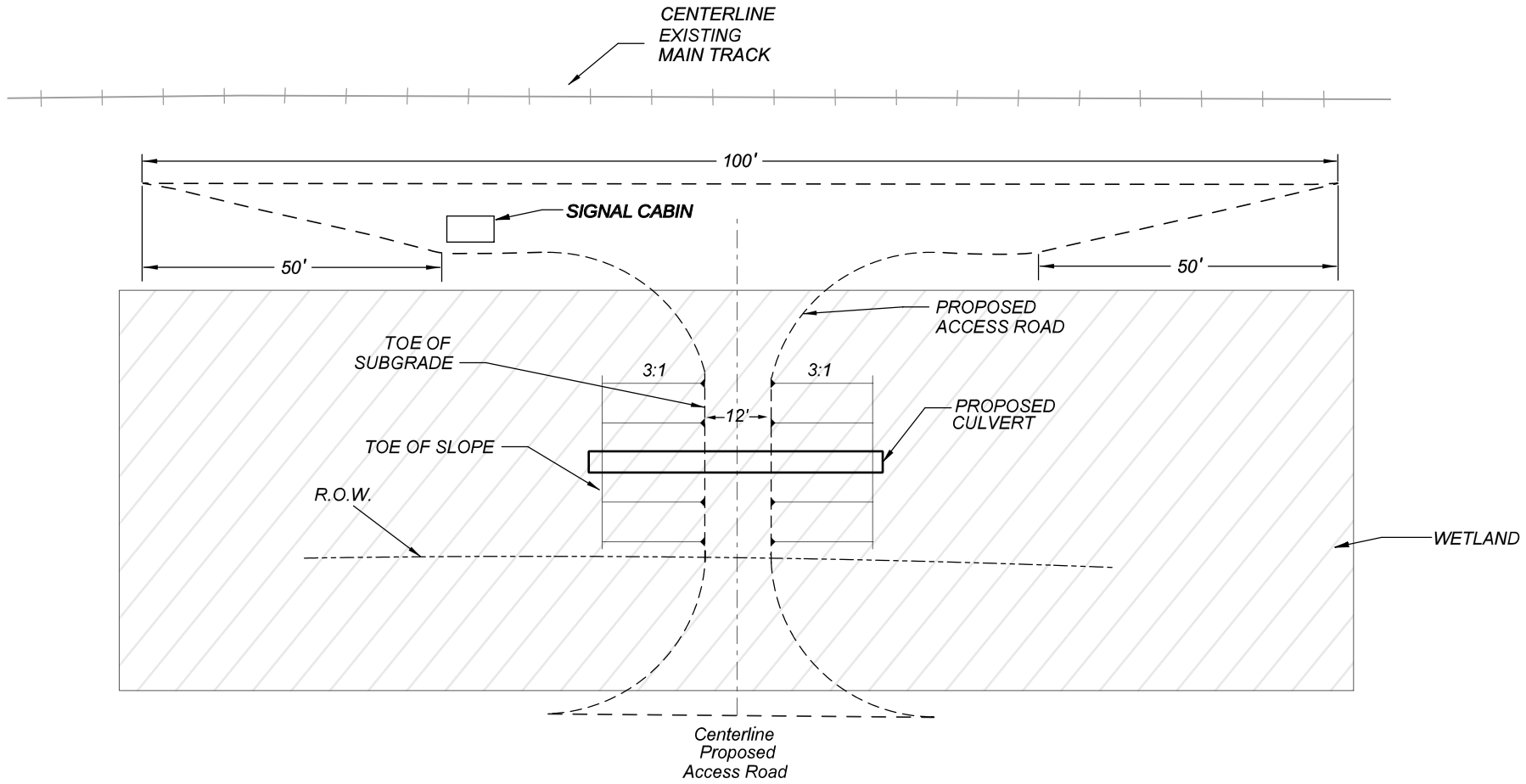

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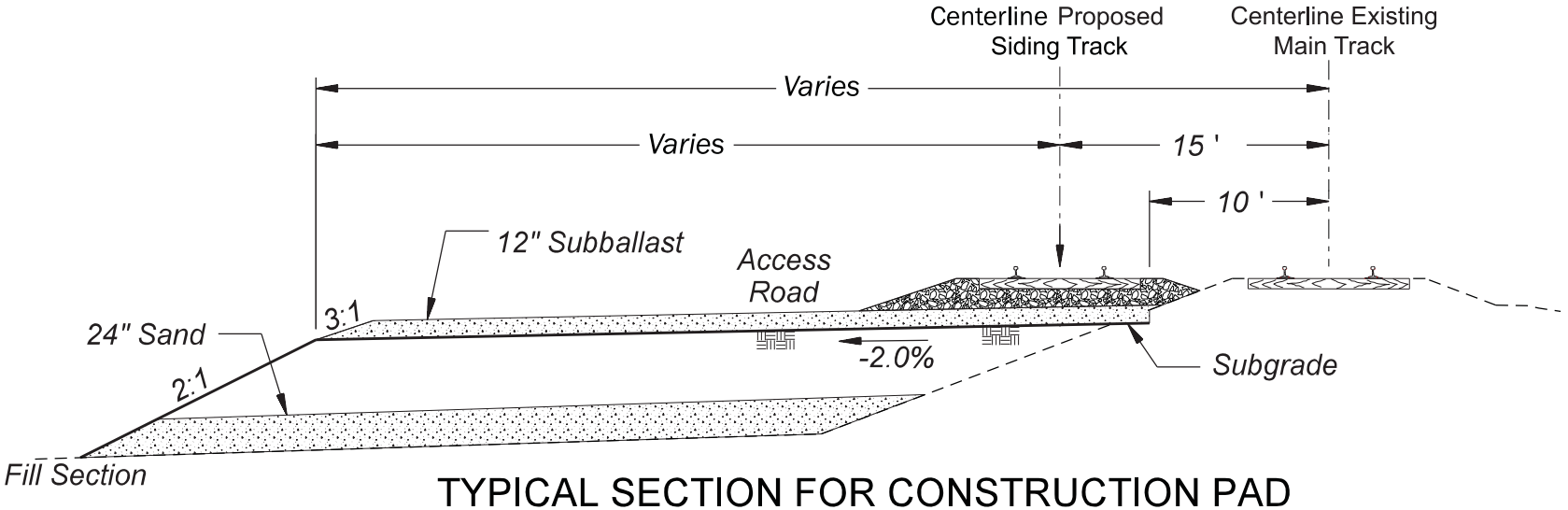
MELVILLE SIDING

PLAN VIEW
TYPICAL SIGNAL MOUND WITH ACCESS ROAD
SHEET 18 of 25

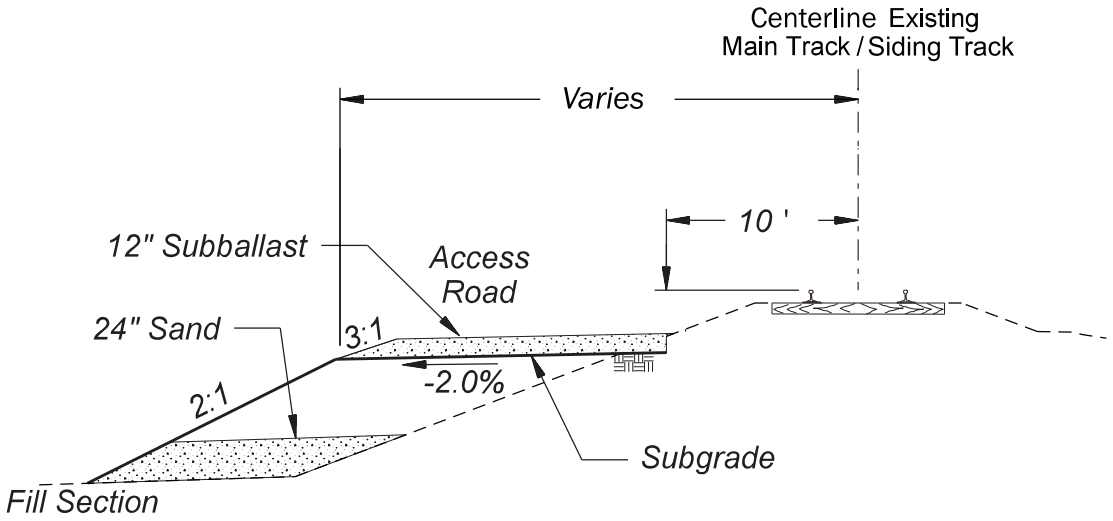
SEPTEMBER 6, 2013

NOT TO SCALE

ES061213132907SAC



TYPICAL SECTION FOR CONSTRUCTION PAD



TYPICAL SECTION FOR ACCESS ROAD AT MAIN TRACK

UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

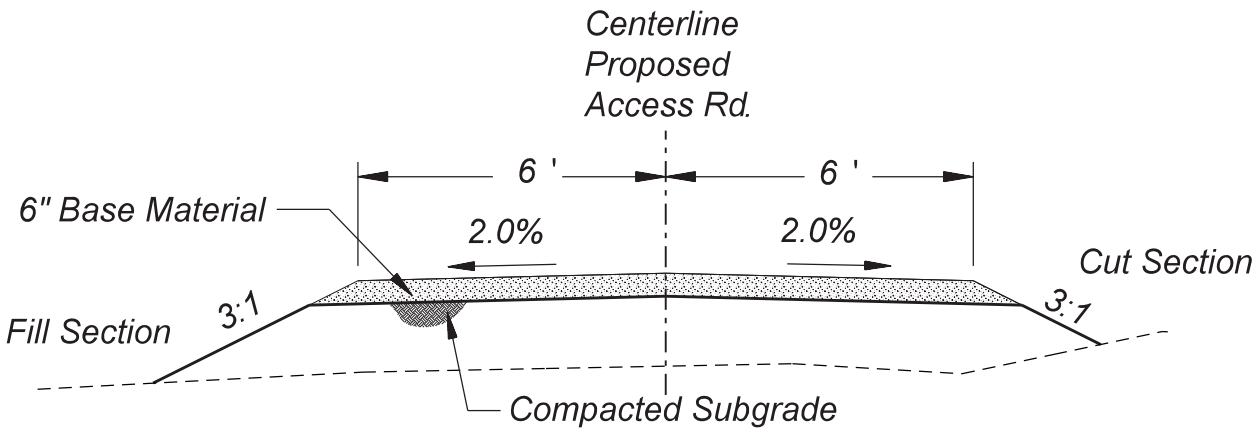
MELVILLE SIDING

SEPTEMBER 6, 2013

CROSS SECTION
TYPICAL CONSTRUCTION PAD AND ACCESS ROAD
AT MAIN TRACK
SHEET 19 of 25

NOT TO SCALE

ES061213132907SAC



TYPICAL SECTION FOR ACCESS ROAD ALONG TRACK

UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

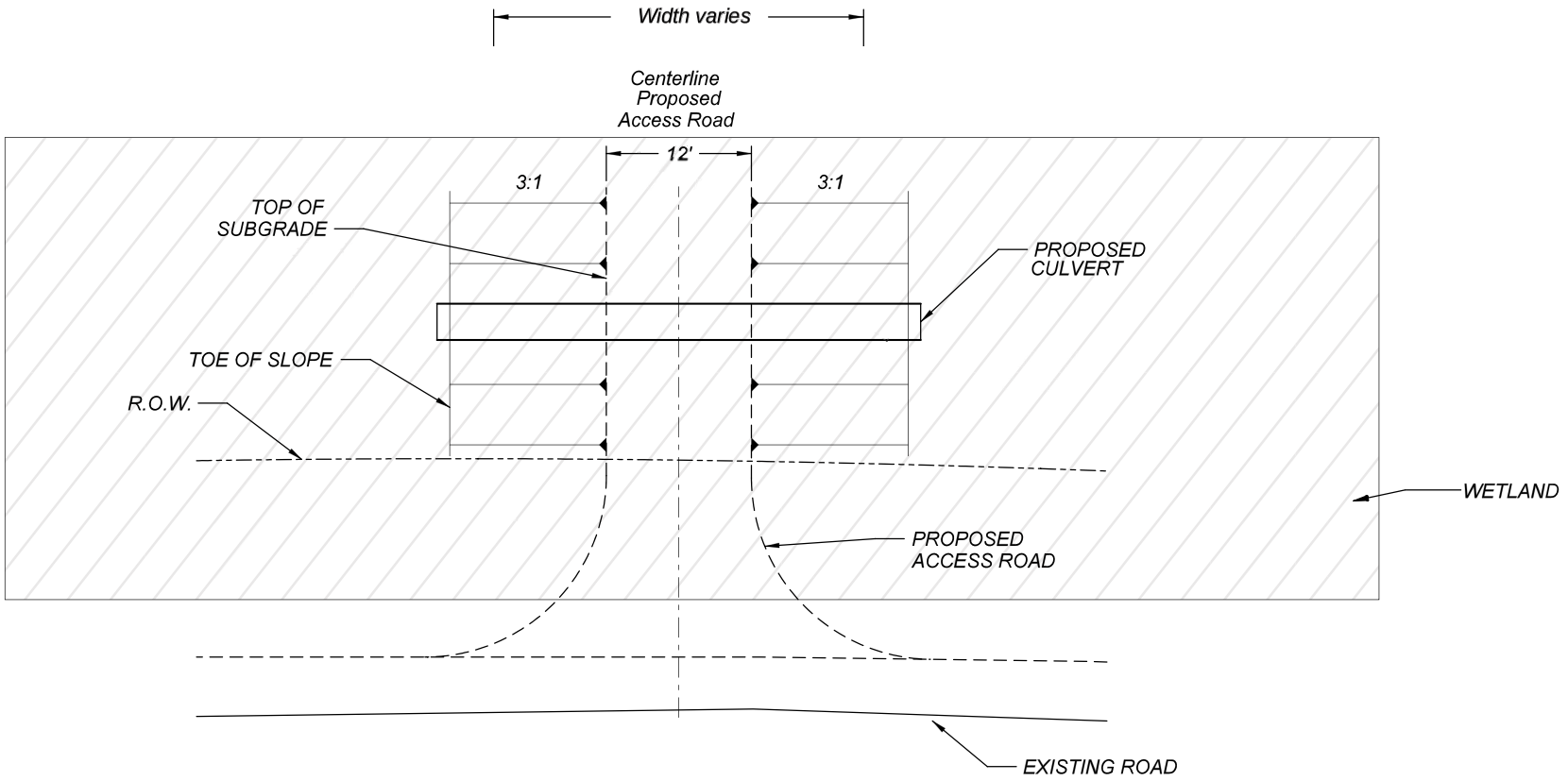
MELVILLE SIDING

CROSS SECTION
TYPICAL ACCESS ROAD
SHEET 20 of 25

SEPTEMBER 6, 2013

NOT TO SCALE

ES061213132907SAC



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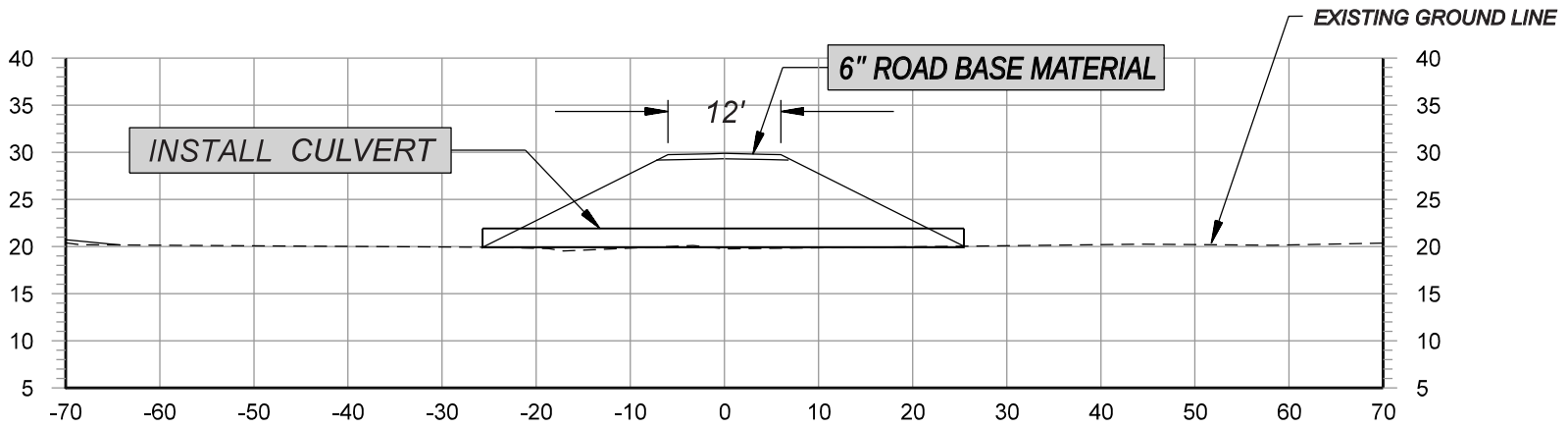
MELVILLE SIDING

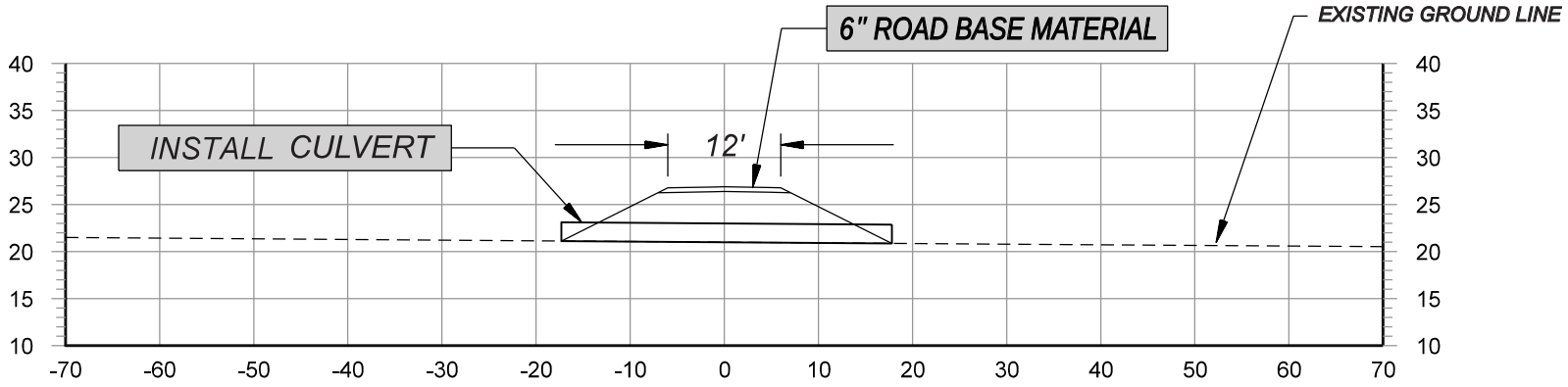
SEPTEMBER 6, 2013

PLAN VIEW
TYPICAL ACCESS ROAD CULVERT
SHEET 21 of 25

NOT TO SCALE

ES0612131329075AC





NOT TO SCALE

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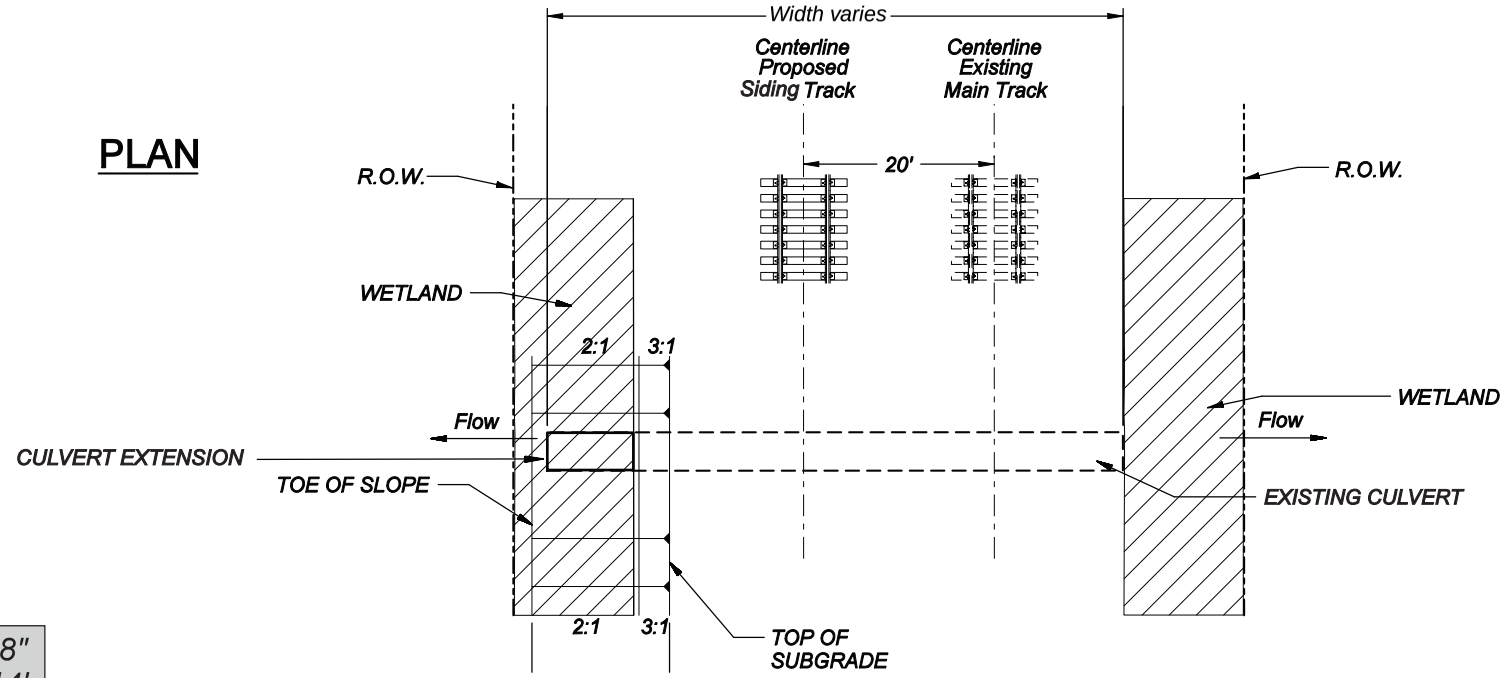
MELVILLE SIDING

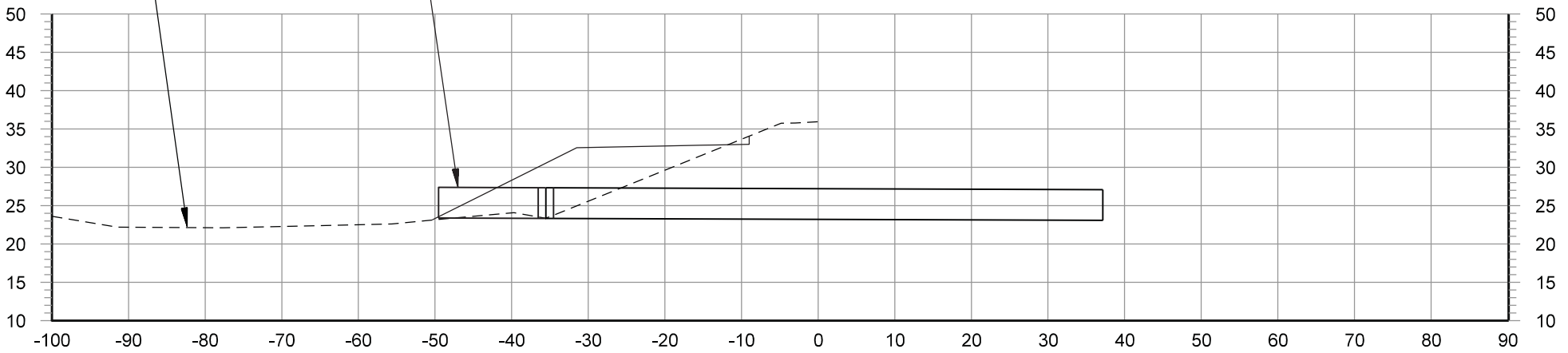
SEPTEMBER 6, 2013

CROSS SECTION
TYPICAL ACCESS ROAD CULVERT
SHEET 22 of 25

ES061213132907SAC

PLAN





CROSS SECTION

UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

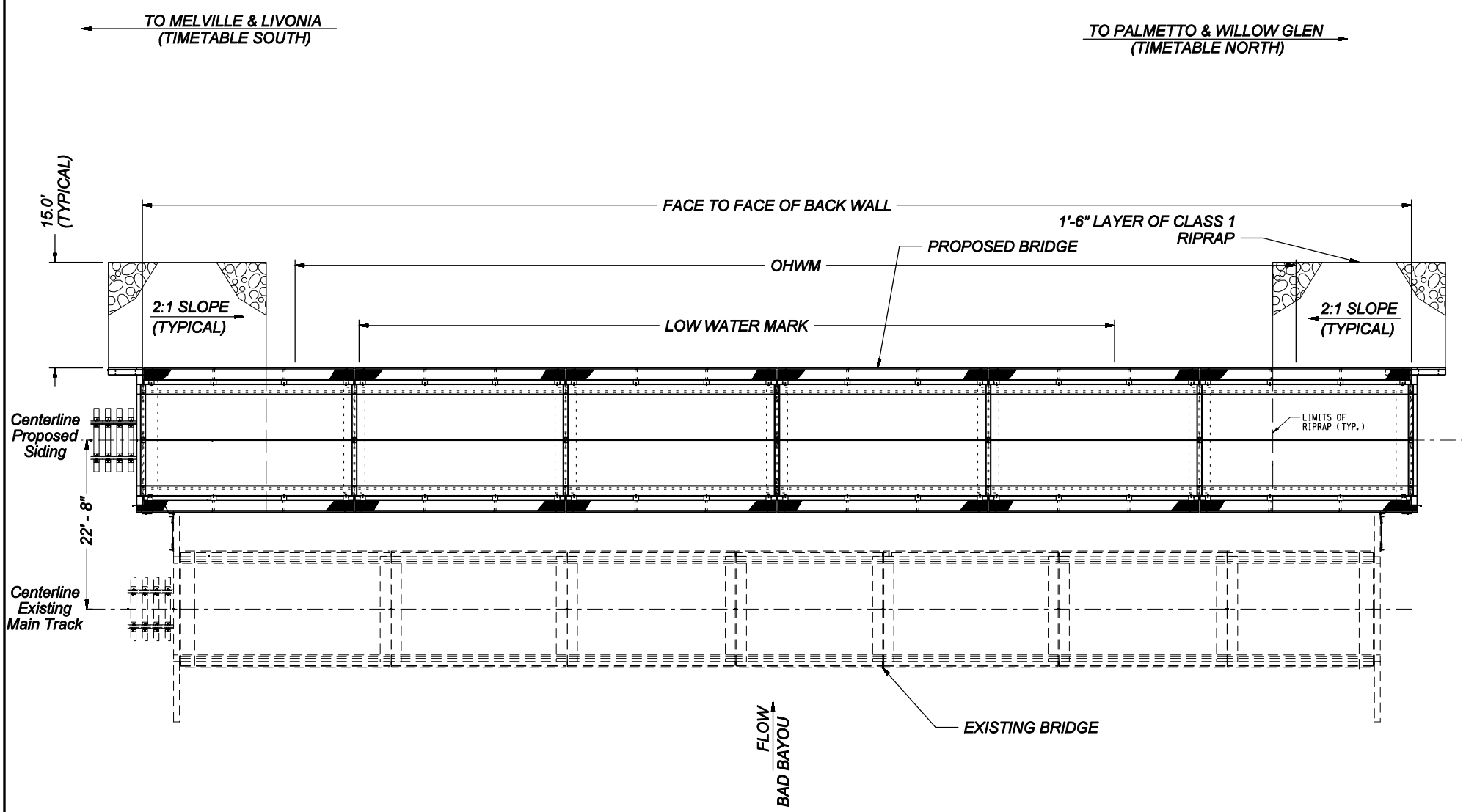
MELVILLE SIDING

PLAN AND CROSS SECTION
CULVERT 132.05 EXTENSION
SHEET 23 of 25

SEPTEMBER 6, 2013

NOT TO SCALE

ES0612131329O7SAC



PLAN

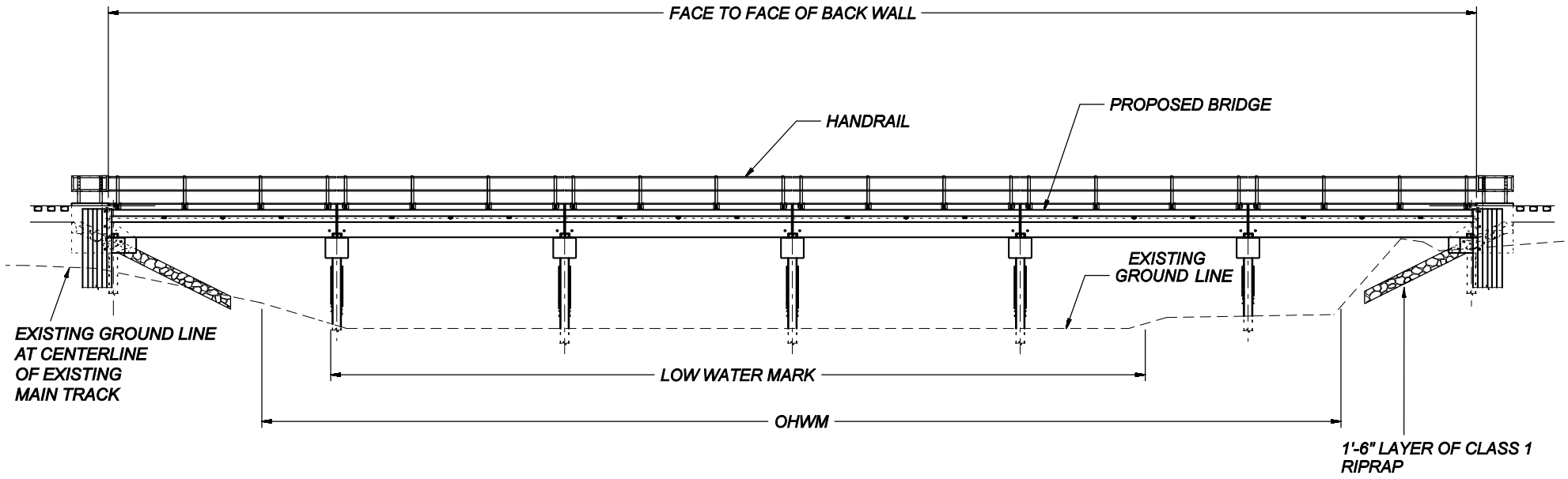
UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

MELVILLE SIDING

SEPTEMBER 6, 2013

PLAN VIEW
BRIDGE 131.51
SHEET 24 of 25

ES061213132907SAC



ELEVATION

UNION PACIFIC RAILROAD
Office of AVP Engineering Design/Construction

MELVILLE SIDING

SEPTEMBER 6, 2013

CROSS SECTION
BRIDGE 131.51
SHEET 25 of 25

ES061213132907SAC