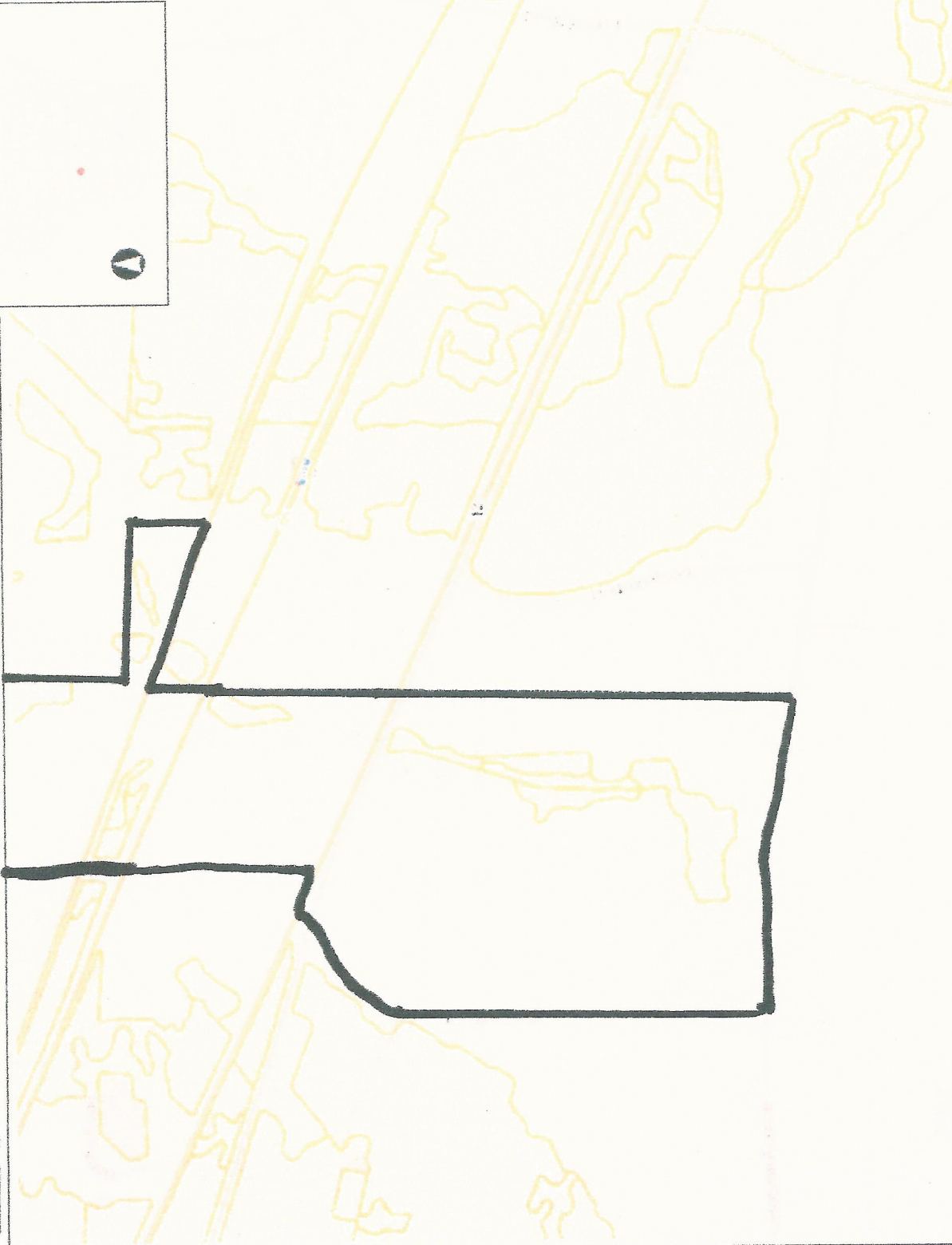


MAP II



MAP III

Surface Water Data Viewer Map



Legend

- ◆ Wetland Identifications and Confirmations
- Wetland Class Points
 - ◻ Dammed pond
 - ◻ Excavated pond
 - ◻ Filled excavated pond
 - ◻ Filled/draind wetland
 - ◻ Wetland too small to delineate
- Filled Points
- Wetland Class Areas
 - ◻ Wetland
 - ◻ Upland
- Filled Areas
- Wetland Class Points
 - ◻ Dammed pond
 - ◻ Excavated pond
 - ◻ Filled excavated pond
 - ◻ Filled/draind wetland
 - ◻ Wetland too small to delineate
- Filled Points
- Wetland Class Areas
 - ◻ Wetland
 - ◻ Upland
- Filled Areas
- Municipality
- State Boundaries
- County Boundaries
- Major Roads
 - Interstate Highway
 - State Highway
 - US Highway
- County and Local Roads
 - County HWY
 - Local Road

Notes

Map III: This map shows the wetland areas that have been identified from aerial photography and ground surveys. It is a summary map of the wetland areas that have been identified from aerial photography and ground surveys. It is not a map of the wetland areas that have been identified from aerial photography and ground surveys. It is a summary map of the wetland areas that have been identified from aerial photography and ground surveys.

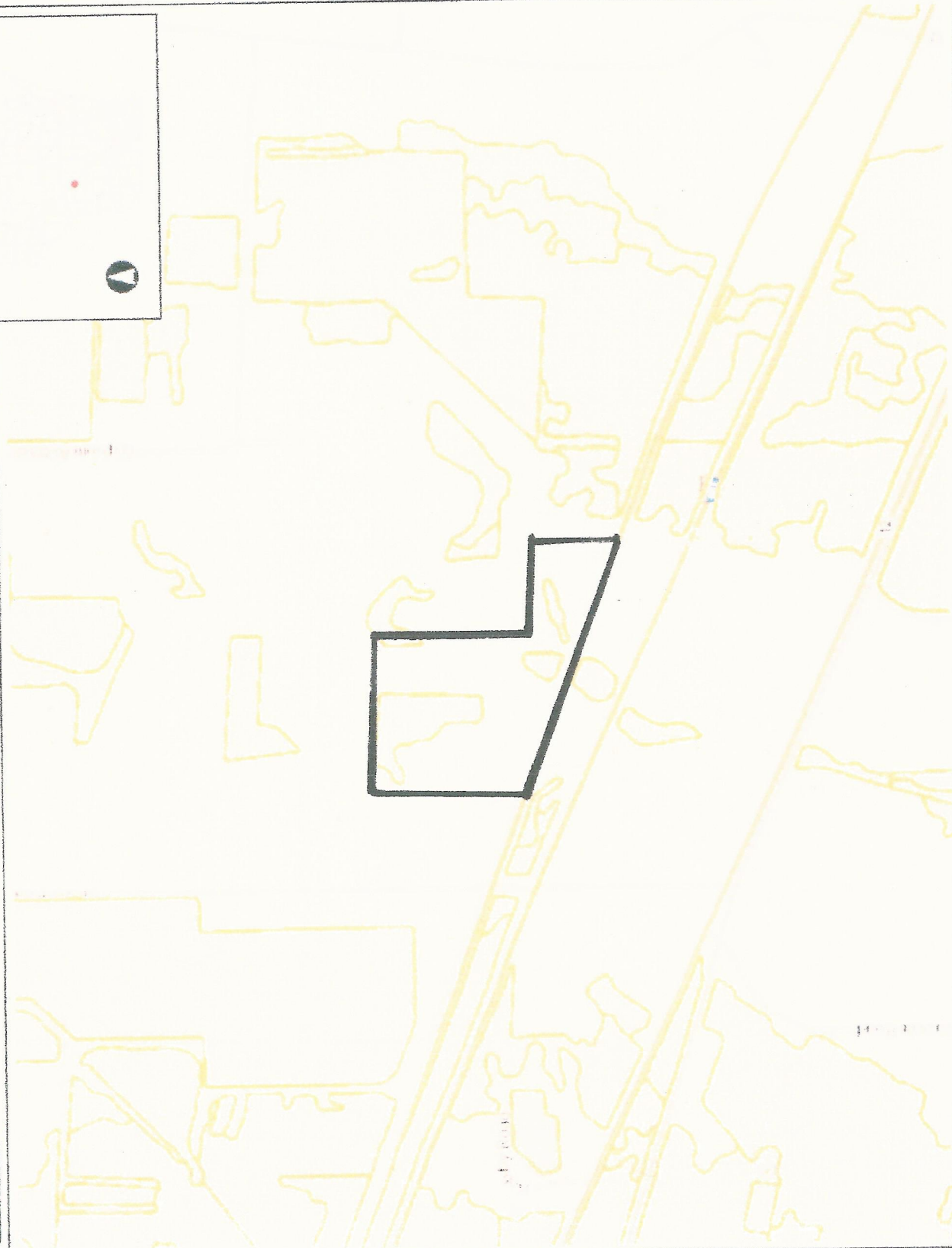
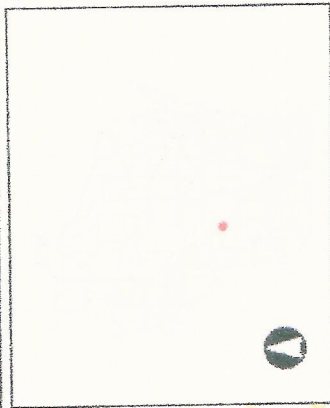
0.5 0 0.25 0.5 Miles

NAD_1983_HARN_Wisconsin_TM

1:15,840

MAX III

Surface Water Data Viewer Map



Legend

- Wetland Identifications and Confirmations
- Wetland Class Points
- Dammed pond
- Excavated pond
- Filled excavated pond
- Filled/drainaged wetland
- Wetland too small to delineate
- Filled Points
- Wetland Class Areas
- Wetland
- Upland
- Filled Areas
- Wetland Class Points
- Dammed pond
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- Filled excavated pond
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- Wetland Class Areas
- Wetland
- Upland
- Filled Areas
- Municipality
- State Boundaries
- County Boundaries
- Major Roads
- Interstate Highway
- State Highway
- US Highway
- County and Local Roads
- County HWY
- Local Road

Notes

USGS Aerial. The information shown on these maps represents the best available data from various sources and the accuracy, reliability, and completeness of the data cannot be guaranteed. The user assumes all responsibility for the use of the information shown on these maps. The user assumes all responsibility for the use of the information shown on these maps. The user assumes all responsibility for the use of the information shown on these maps.

0.5 Miles



NAD_1983_HARN_Wisconsin_TM

1: 15,840



Industrial
Development

120 South 6th Street Suite 800
Minneapolis, MN 55402

November 1, 2018

Mike Schiebelbein
Director
Reservoir Silicates LP
Suite 2000, 240 – 4 Avenue S.W.
Calgary, AB, T2P 4H4
Canada
1-403-237-9600

Dear Mike:

RE: Slurry pipeline Installation crossing underneath CP Rail mainline – Letter of support

On behalf of Canadian Pacific ("CP"), please accept this letter of support to Reservoir Silicates LP ("RSLP") in their application for installing a sand/water slurry pipeline underneath a CP rail mainline.

RSLP is in development of a frac sand mine approximately 4 miles northwest of Camp Douglas, Wisconsin. The anticipated dredge mining operation transports mined material to a wash facility by use of highly efficient slurry pumps and pipelines where the washed material is then transported again by pipeline to the final production stages at the drying and rail loading facility. The mine and wash facilities are located north of the CP mainline and the dry and rail loading facilities are located south of the mainline. RSLP is designing a portion of the slurry pipeline circuit to be installed underneath the CP mainline as a more efficient and safer means of transporting the washed material for drying, storage and railcar loading where ultimately the finished product can be delivered by CP operated trains to various end markets. See attached map 1-1.

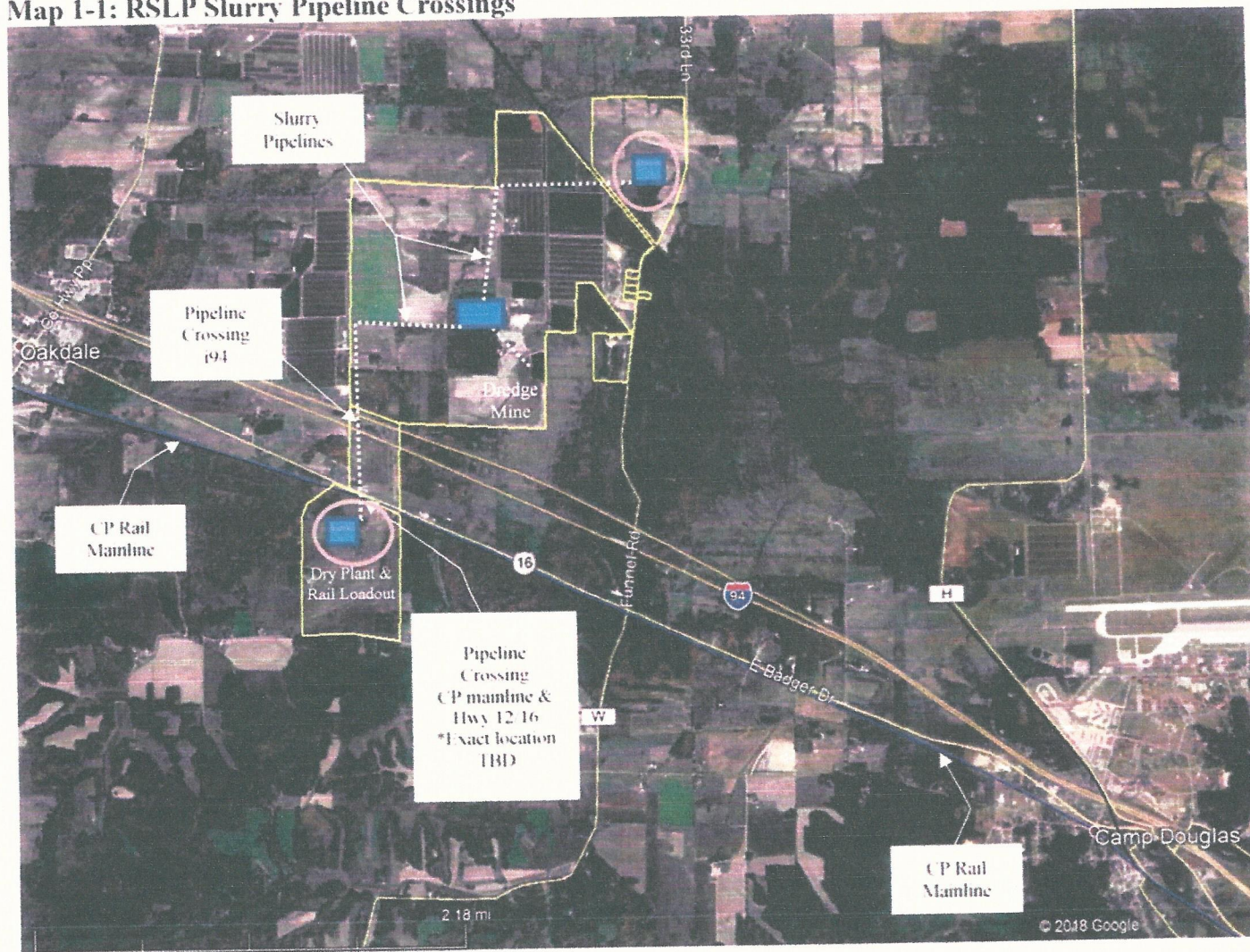
CP will require RSLP to sign CP's standard underground crossing agreement, with appropriate liability and insurance provisions, follow all engineering guidelines and obtain any permits required by local, state and federal governments. CP is in support of this safer design as it is an efficient method of moving mined and washed material to produce frac sand. It also reduces a significant amount of truck traffic to and from the wash and rail facilities.

If you require more information about Canadian Pacific, please contact us via www.cpr.ca, 1-888-333-6370, or directly using the contact information below.

Sincerely,

Will Wangerin
Manager Industrial Development – US
Office: 612-904-5932
Cell: 612-210-5142
120 South 6th Street, Suite 800
Minneapolis, MN 55402

Map 1-1: RSLP Slurry Pipeline Crossings





Division of Transportation System Development
Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.dot.wisconsin.gov
Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

November 28, 2018

ATTN: MIKE SCHIEBELBEIN
RESERVOIR SILICATES
SUITE 2000, 240-4 AVENUE S W
CALGARY, AB, T2P 4H4
CANADA

Re: Proposed Slurry Pipeline

Dear Mr. Schiebelbein,

This letter confirms our awareness of Reservoir Silicates desire to design and construct slurry pumps and pipelines to transport dredged washed material from your frac sand mine to a location west of US 12 near Grover Road. From the information shared, the proposed pipeline would be installed under Interstate 90/94 and US 12. In addition to the slurry pipeline, you have also proposed work on US 12 and Grover Road.

The Department will need additional information prior to us reviewing and approving the proposed work. We will need the exact location of where the pipeline will be located under the Interstate and US 12 and the proposed roadway work. The proposed roadway work will also need a traffic impact analysis to determine the impacts the traffic generated by the development will have on the highway system. This will determine if the existing highway can accommodate the additional traffic or whether improvements will be required.

In addition to WisDOT's review and approval, Federal Highways will have their own requirements for the pipeline before it is permitted to be allowed within the Interstate right-of-way. Moving forward with your proposal, please provide the location of the pipeline and all changes you are proposing for the roadways at your earliest convenience. We will provide review of those documents and comment on the next steps.

If you have any questions, please feel free to contact me at (608) 785-9075 or email at stephen.flottmeyer@dot.wi.gov

Sincerely,

Steve Flottmeyer, P.E.
Planning Chief
WisDOT - SW Region

Cc: David Ohnstad, Monroe County Highway Commissioner