

July 15, 2024

Jay C. Johnson

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Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 36500, CPKC Quarterly Environmental Mitigation
Measures Report for March 15 to June 14, 2024

Dear Ms. Gosselin:

The Board's decision approving the merger in this proceeding requires CPKC to submit quarterly reports to the Office of Environmental Assessment "on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures." The decision also explains that "[t]he Board's consistent practice in imposing environmental conditions is to mitigate only impacts resulting directly from the transaction." OEA studied those impacts in its EIS.

With this letter, CPKC is enclosing its fifth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting March 15, 2024 and ending June 14, 2024.

As always, we are happy to discuss these issues with you, so please contact me if you have any questions.

Sincerely,



Jay C. Johnson

cc: Elizabeth Webster

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Joe Van Humbeck
Glen Wilson
Alan Summerville
Waymon Peer



CPKC Quarterly Environmental Mitigation Measure Compliance Report Number 5

This report includes compliance activities completed between March 15 and June 14, 2024 (Quarter 1, Year 2 of the STBs oversight period following the acquisition of KCS by CP, STB Docket FD 36500)

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
1	General Mitigation Measures	VM-General-01. <i>The Applicants will continue to engage in good faith with potentially affected communities along the combined network, listen to their input related to the proposed merger and strive to reach negotiated agreements to address merger-related impacts.</i>	CPKC representatives continue to regularly meet with communities along the combined network to listen to their input and address their concerns. In addition to this regular cadence of meetings, including those centered around the implementation of mitigation (which are discussed further below), CPKC representatives continue to engage with communities in meetings and events to ensure open lines of communication and an ongoing dialogue. CPKC’s engagement is not limited to communities; during the quarter CPKC representatives also met with federal and state legislators in states across the combined network.
2	General Mitigation Measures	VM-General-02. <i>The Applicants will follow all applicable Federal Railroad Administration (FRA) and Occupational Safety and Health Administration construction and operational safety regulations to minimize the potential for incidents during construction of the Capital Improvement Projects and operation of the combined network.</i>	During the reporting period, CPKC complied with all applicable FRA and OSHA regulations, except that CPKC received two Notice of Violation and accompanying fines from the FRA related to operational safety of employees: Notice of Violation – April 16, 2024 – Franklin Park (Illinois). Railcar left unsecured in a railyard. Notice of Violation – May 14, 2024 – Ottumwa (Iowa). No handbrakes applied to a cut of railcars left in a railyard.
3	General Mitigation Measures	MM-General-01. <i>If there is a material change in the facts or circumstances upon which the Board relied in imposing specific environmental mitigation conditions, and upon petition by any party who demonstrates such material change, the Board shall consider revising its final mitigation, if warranted and appropriate.</i>	CPKC is not aware of any material changes in the facts or circumstances upon which the Board relied.
4	General Mitigation Measures	MM-General-02. <i>The Applicants shall submit quarterly reports to OEA on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures. The reporting period for these quarterly reports shall begin on the date of the Board’s final decision authorizing the acquisition and continue for seven years, or one year after the Applicants have completed capital improvements related to the acquisition, whichever is longer. The Applicants shall submit copies of the quarterly reports within 30 days following the end of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	This is CPKC’s fifth quarterly compliance report, covering the period of March 15 to June 14, 2024.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
5	General Mitigation Measures	MM-General-03. <i>To minimize the potential for impacts for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.</i>	CPKC continues to work with the selected contractors to limit construction works to the greatest extent possible to the existing Right-of-Way (ROW).
6	Freight and Passenger Rail Safety	VM-Rail-01. <i>The Applicants will comply with FRA and Pipeline and Hazardous Materials Safety Administration regulations applicable to the safe and secure transportation of hazardous materials.</i>	During the reporting period, CPKC complied with all applicable FRA and PHMSA regulations and did not receive any fines or notices of a recommended violation related to the transportation of hazardous materials.
7	Freight and Passenger Rail Safety	VM-Rail-02. <i>The Applicants will comply with the Safety Integration Plan (SIP), prepared pursuant to 49 C.F.R. Part 1106, which may be modified and/or updated as necessary to respond to evolving conditions and/or new information. In the event of a reportable hazardous materials release, the Applicants will notify appropriate federal, state, and local agencies, as required under applicable law.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communications with the FRA regarding the SIP. All reportable hazardous material releases were reported to appropriate federal, state and local agencies as required under applicable law.
8	Freight and Passenger Rail Safety	VM-Rail-03. <i>The Applicants will conduct Transportation Community Awareness and Emergency Response Program (TRANSCAER) workshops (training for communities through which dangerous goods are transported) in potentially affected communities that request this training. The Applicants will conduct the workshops in English and, upon request, Spanish. Training will include support for appropriate access to the AskRail app and its use to facilitate rapid, real-time access for qualified responders to information about hazardous materials in rail transportation.</i>	The CPKC Emergency Response and Hazardous Materials team completed 12 TRANSCAER and other training events during the reporting period, engaging with over 700 first responders. This included a joint exercise in Cook County which involved over 100 Emergency Responders and a joint exercise co-hosted with BNSF in Tupelo, MS which included over 75 Emergency Responders.
9	Freight and Passenger Rail Safety	VM-Rail-04. <i>The Applicants will offer to fund the participation in railroad focused emergency response training at the Association of American Railroads' Security and Emergency Response Training Center in Pueblo, Colorado, of two qualified firefighters providing service within each of the potentially affected communities.</i>	During the reporting period, the CPKC Emergency Response and Hazardous Materials team delivered railroad focused emergency response training at the Association of American Railroads' Security and Emergency Response Training Center in Pueblo, CO. This training, held April 23 to 25, included 12 Firefighter participants. CPKC also delivered this training in College Station, TX at Texas A&M Engineering Extension Service (TEEX) on April 4 to 5 and April 13 to 14 with a total of 30 Firefighters participating. CPKC produced a short video on the training which is posted on our public website (https://www.cpkcr.com/en/safety/hazmat-safety).

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10	Freight and Passenger Rail Safety	VM-Rail-05. <i>The Applicants will leverage CP’s extensive emergency response equipment assets by reviewing coverage of those assets across CPKC. The Applicants will either redistribute existing assets or add new equipment assets to improve emergency response capabilities relating to the potentially affected communities on CPKC.</i>	CPKC has placed the order for the Transfer Trailer, the Incident Management Trailer, the three Emergency Management Meeting Tents (with HVAC) and the three fire trailers previously identified in the quarterly reports. These are currently expected be received in late 2024 or early 2025.
11	Freight and Passenger Rail Safety	VM-Rail-06. <i>The Applicants will abide by their commitments to Amtrak in their agreement dated December 17, 2021. In general, the Applicants will support the efforts of Amtrak and the Southern Rail Commission to establish Amtrak service between New Orleans and Baton Rouge, and study the potential for Amtrak service between Meridian, Mississippi and Dallas, Texas. Additionally, Applicants will work with Amtrak to increase the frequency on the Hiawatha service between Chicago and Milwaukee; extend Hiawatha service from Milwaukee to Saint Paul and create a second round-trip on the Twin Cities-Milwaukee-Chicago corridor; and establish passenger service through the Detroit River Tunnel, connecting Detroit to Windsor, Ontario in order to facilitate passenger service between Detroit and Windsor connecting to VIA Rail.</i>	CPKC continues to engage with Amtrak and other stakeholders to abide by commitments in the agreement dated December 17, 2021. <u>Detroit to Windsor:</u> CPKC is in engaged with Amtrak on establishing this service. CPKC is waiting for Amtrak to present the proposed route and details on the new service. <u>Twin Cities-Milwaukee-Chicago corridor:</u> Amtrak has started the new Borealis service on May 22, 2024. CPKC has been engaged with stakeholders on the new infrastructure projects required for the added service. The new infrastructure projects are still in the design phase. <u>Hiawatha service:</u> CPKC has been working with stakeholders from Amtrak and Wis-Dot on the agreed upon infrastructure projects around the Milwaukee area. Design work continues to progress on these projects. Wis-Dot is still working to secure the funding for the infrastructure projects around the Milwaukee area. Once these projects are completed Amtrak will be allowed to add an eighth-round trip. <u>New Orleans-Baton Rouge:</u> CPKC representatives continue to participate in regular calls with Amtrak and LADOTD to discuss projects needed to initiate service. <u>I-20:</u> CPKC representatives remain engaged on its commitments to studying I-20 service.
12	Freight and Passenger Rail Safety	MM-Rail-01. <i>The Applicants shall comply with the SIP prepared under 49 C.F.R. part 1106 and 49 C.F.R. § 244.9, which may be updated as necessary, and shall continue to coordinate with FRA in implementing the SIP during the operations integration period. The ongoing safety integration process shall continue until FRA has informed the Board that the integration of Applicants’ operations has been safely completed.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communication with the FRA regarding the SIP.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
13	Grade Crossing Safety and Delay	VM-Grade Crossing-01. Although the Applicants have not identified any grade crossings that would require mitigation based on precedent established in other approved mergers, the Applicants will, upon request, work with potentially affected communities in support of securing funding, in conjunction with appropriate state agencies, for crossing mitigation projects where they may be appropriate under criteria established by relevant state transportation departments to increase the safety of existing at-grade crossings.	CPKC continues to engage with communities interested in securing funding for crossing mitigation projects, including engagement with the Illinois Commerce Commission, Illinois DOT, Missouri DOT, Iowa DOT, and the FRA, in conjunction with communities both seeking to secure grade separation funding or crossing improvements as well as those who have secured funding to assist in implementation.
14	Grade Crossing Safety and Delay	VM-Grade Crossing-02. The Applicants will operate under the General Code of Operating Rules rule numbers 6.32.6 (Blocked Public Crossings) and 6.32.4 (Clear of Crossings and Signal Circuits), which provide that, when practical, a standing train or switching movement must avoid blocking a public crossing longer than 10 minutes and, when practical, cars, engines and other equipment should not be left standing closer than 250 feet from a road crossing when there is an adjacent track.	During the reporting period, CPKC received 120 reports to its Public Safety Communications Center (PSCC) / Community Connect regarding trains occupying/blocking crossing along the Chicago, IL to Laredo, TX corridor (this includes reports from the public as well as reports from CPKC's Operations team). These incidents include: - 68 reports from Iowa (including 23 from the Scott County area, 22 from Muscatine County, and 15 from Wapello County) - 13 reports from Louisiana (including six from Leesville) To be as complete as possible, CPKC also queried the FRA's Blocked Crossing Database. That database showed 16 reports of blocked crossings along the Chicago, IL to Laredo, TX corridor, including 12 from Wapello County, IA. Because the FRA database is independent of reports to CPKC's PSCC, these 16 blocked crossings may involve some of the same incidents reported to the PSCC.
15	Grade Crossing Safety and Delay	VM-Grade Crossing-03. The Applicants will consult with potentially affected communities to improve visibility at roadway/rail at-grade crossing by clearing vegetation where practicable.	CPKC undertook mechanical vegetation management at 27 crossings during the reporting period. Additionally, previously cleared crossings were treated with EPA approved herbicides to maintain existing sightlines.
16	Grade Crossing Safety and Delay	VM-Grade Crossing-04. Where practicable, the Applicants will investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary longer than 10 minutes at a single location.	No new alternate access roads were proposed during the reporting quarter.

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17	Grade Crossing Safety and Delay	VM-Grade Crossing-05. For the construction of additional track through road crossings within the limits of the Capital Improvement Projects, where practicable, the Applicants will consult with local transportation officials regarding detours and associated signs, as appropriate, or attempt to maintain at least one open lane of traffic, as practicable, to allow the quick passage of emergency and other vehicles.	During the reporting period, CPKC did not need to close any road crossings to facilitate the construction of the Capital Improvement Projects.
18	Grade Crossing Safety and Delay	VM-Grade Crossing-06. The Applicants will notify Emergency Services Dispatching Centers for potentially affected communities of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time.	During the reporting period, the CPKC Public Safety Communications Center provided notice on 103 occasions to local Emergency Services Dispatching Centers along the Chicago, IL to Laredo, TX corridor on those occasions when a train was blocking a crossing and wouldn't be able to move for a significant period of time. This included 53 occasions in Iowa; 11 occasions in Louisiana; 7 occasions in Texas; and 7 occasions in Missouri.
19	Grade Crossing Safety and Delay	MM-Grade Crossing-01. The Applicants shall consult with appropriate state Departments of Transportation and other appropriate agencies, including the Illinois Commerce Commission for grade crossings in Illinois, prior to constructing, relocating, upgrading, or modifying grade crossings as part of the acquisition, including grade crossing warning devices, and shall abide by those agencies' reasonable requirements for the design of grade crossings and associated warning devices.	CPKC remains engaged with appropriate state Departments of Transportation and the Illinois Commerce Commission and has met with the ICC, Illinois DOT, Iowa DOT, and Missouri DOT.
20	Noise and Vibration	VM-Noise-01. The Applicants will fund the improvements necessary to allow any potentially affected community with an existing Quiet Zone to maintain that designation should the increase in merger related train traffic cause that community to fall out of compliance with FRA regulations.	CPKC is not aware of any Quiet Zones which have fallen out of compliance with FRA regulations as a result of merger related train traffic increases.
21	Noise and Vibration	VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.	During the reporting period, no construction activities occurred between the hours of 2100 and 0700.
22	Noise and Vibration	VM-Noise-03. In the construction of the Capital Improvement Projects, the Applicants will, where practicable and consistent with safe and efficient operating practices, use continuously welded rail in order to reduce wheel/rail wayside noise.	All the Capital Improvement Projects have been designed with continuously welded rail.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
23	Noise and Vibration	MM-Noise-01. <i>To minimize noise and vibration, the Applicants shall maintain rail and rail beds according to American Railway Engineering and Maintenance-of-Way Association standards.</i>	During the reporting period, CPKC received one Notice of Violation and accompanying fine from the FRA related to the maintenance of the rail and railbed: Notice of Violation – June 11, 2024 – Carrington (North Dakota). Metal object between base of rail and tie plate causing concentrated load.
24	Noise and Vibration	MM-Noise-02. <i>The Applicants shall comply with FRA regulations establishing decibel limits for train operations.</i>	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.
25	Noise and Vibration	MM-Noise-03. <i>The Applicants shall consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors.</i>	CPKC will install the five identified rail lubricators (Muscatine, IA; Ottumwa, IA; Joplin, MO; Stilwell, OK; and, San Diego, TX) as part of its 2024 rail lubricator capital program occurring over the summer and fall months.
26	Noise and Vibration	MM-Noise-04. <i>The Applicants shall employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures may include:</i> <i>a) Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;</i> <i>b) Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations;</i> <i>c) Regularly maintaining locomotives and keeping mufflers in good working order; and</i> <i>d) Removing or consolidating switches that the Applicants determine are no longer needed.</i>	a) During the reporting period, CPKC received two Notice of Violation and accompanying fines from the FRA related to the maintenance of railcar wheels: Notice of Violation – April 5, 2024 – Marquette (Iowa). Wheel flange thickness 7/8” or less. Notice of Violation – April 15, 2024 – Roodhouse (Illinois). Wheel flange thickness 7/8” or less. b) CPKC completed 789 pass-miles of rail grinding on the Shreveport, Beaumont, Rosenberg and Laredo Subdivisions during the current reporting period. c) As part of CPKC’s routine locomotive maintenance program, mufflers and other components of the exhaust system are inspected at regular intervals and repaired as required. During the reporting period, CPKC was in compliance with all applicable FRA regulations and did not receive any Notices of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers. d) CPKC removed one mainline switch on the Heavener Subdivision during the reporting period.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
27	Noise and Vibration	MM-Noise-05. <i>The Applicants shall promptly respond to community inquiries concerning the establishment of Quiet Zones and assist communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	VM-Air-01. <i>The Applicants commit to developing Green House Gas (GHG) reduction targets for the combined network and request verification as appropriate from the Science Based Targets initiative (SBTi). As reference, CP’s current SBTi approved target is a 38.3% reduction in well-to-wheels GHG emissions (on an intensity basis) from locomotive operations by 2030 compared to a 2019 base year. CP has also committed to committed to 27.5% GHG reduction (on an absolute basis) by 2030 compared to a 2019 base year for non-locomotive Scope 1 and Scope 2 emissions. KCS has a SBTi target to reduce Scope 1 and 2 GHG emissions by 42% by 2034.</i>	Complete.
29	Air Quality and Climate Change	VM-Air-02. <i>The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.</i>	CPKC has engaged external climate experts to support an updated climate scenario analysis for the expanded CPKC network. This work is led by CPKC's sustainability group and will include information from a cross-functional team of CPKC subject matter experts to complete. The project is anticipated to be concluded over the next several months with the outcome to inform future public climate disclosures and CPKC's climate strategy.
30	Air Quality and Climate Change	VM-Air-03. <i>As part of the ongoing reconfiguration of Bensenville Yard (a non-merger related project being undertaken as part of the development of the Illinois Tollway’s Elgin O’Hare Western Access Project), the Applicants commit to undertake studies to identify ways to reduce the GHG emissions (and by extension, also reduce other air emissions) at Bensenville Yard.</i>	Complete.
31	Air Quality and Climate Change	VM-Air-04. <i>The Applicants will comply with U.S. Environmental Protection Agency (EPA) emissions standards for diesel-electric railroad locomotives when purchasing and rebuilding locomotives.</i>	CPKC did not take possession of any new locomotives during the reporting quarter. CPKC also did not receive back any locomotive from rebuilding during the reporting quarter, nor did it send away any locomotive for rebuilding during the reporting quarter.
32	Air Quality and Climate Change	VM-Air-05. <i>The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
33	Air Quality and Climate Change	VM-Air-06. <i>To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.</i>	To prevent fugitive dust emissions, the construction contractors have monitored dusting conditions and applied dust control measures, such as site watering, as required.
34	Air Quality and Climate Change	VM-Air-07. <i>The Applicants will work with the contractors selected to construct the Capital Improvement Projects to make sure that construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.</i>	CPKC continues to work with all construction contractors selected for the Capital Improvement Projects to ensure that all of their equipment is properly maintained, and that mufflers and other required pollution control devices are in proper working order.
35	Air Quality and Climate Change	VM-Air-08. <i>Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.</i>	CPKC's contractors are implementing measures to minimize wind erosion and fugitive dust. As part of the final site stabilization following completion of track construction, the contractors are applying matting, mulch and/or hydroseed.
36	Cultural Resources	MM-Cultural-01. <i>Prior to beginning any construction activities related to the 25 planned capital improvements, the Applicants shall prepare a construction monitoring plan that addresses the following:</i> • <i>Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties;</i> • <i>Monitoring of construction activities by a qualified professional archaeologist;</i> • <i>Provisions for monitoring and coordination for work within tribal reservation boundaries;</i> • <i>Provisions for the unanticipated discovery of archaeological sites or associated artifacts during construction activities, including procedures for notifying OEA and the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), pursuant to 36 C.F.R. § 800.13(b) in the event of an unanticipated discovery; and</i> • <i>Provisions for complying with the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001-3013) and other applicable federal, state, and local laws and regulations in the event of inadvertent discoveries of an unanticipated discovery of unmarked human remains during construction activities.</i> <i>The Applicants shall provide the construction monitoring plan to OEA and appropriate THPOs for review no later than 30 days prior to the</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>start of any construction activities related to the 25 planned capital improvements and shall abide by the provisions of the plan, including any revisions by OEA and appropriate THPOs, during construction activities.</i>	
37	Cultural Resources	MM-Cultural-02. <i>The Applicants shall abide by their commitments to design and engineer the 25 planned capital improvements to remain within existing rail ROW, to maintain the existing rail footprint in locations immediately adjacent to archaeological sites that OEA has identified as eligible for listing on the National Register, and to not perform any construction activities related to the 25 planned capital improvements within the boundaries of National Register-eligible archeological sites identified by OEA.</i>	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvements so as to maintain the existing rail footprint in locations immediately adjacent to archaeological and historical sites which the OEA has identified as eligible for listing on the National Register.
38	Hazardous Material Release Sites	VM-Haz. Material Sites-01. <i>The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous material are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.</i>	CPKC's contractors have included measures in their Health and Safety Plans to protect workers in the event previously undocumented hazardous materials are discovered.
39	Hazardous Material Release Sites	VM-Haz. Material Sites-02. <i>Prior to the start of construction for each Capital Improvement Project, the Applicants will develop a site-specific spill prevention, control and response plan. This plan will specify measures to prevent the release of petroleum products or other hazardous materials during construction activities and contain such discharges if they occur.</i>	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.
40	Hazardous Material Release Sites	VM-Haz. Material Sites-03. <i>In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.</i>	There were no reportable spills at the Capital Siding Improvement Projects during the reporting period.
41	Hazardous Material Release Sites	VM-Haz. Material Sites-04. <i>During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents)</i>	All petroleum products on site are properly stored and this is inspected daily by each site's respective environmental monitor.

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		<i>will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.</i>	
42	Hazardous Material Release Sites	VM-Haz. Material Sites-05. <i>The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.</i>	All waste generated on site at the Capital Improvement Projects under construction was disposed of in accordance with applicable laws and regulations.
43	Hazardous Material Release Sites	MM-Haz Material Sites-01. <i>The Applicants shall notify EPA prior to undertaking any capital improvements related to the acquisition within the EPA Orongo-Duenweg Mining Belt Superfund site.</i>	CPKC will notify the EPA prior to beginning construction on the Asbury Siding Extension.
44	Hazardous Material Release Sites	MM-Haz Material Sites-02. <i>The Applicants shall notify the Iowa Department of Natural Resources prior to undertaking any capital improvements related to the acquisition that could affect the Archer Daniels Midland Corn Processing Facility Industrial Waste Landfill near the Camanche, Iowa site.</i>	Complete.
N/A	Hazardous Material Release Sites	MM-Haz Material Sites-03. <i>Appendix C of the Board's Decision approving, with conditions, CP acquisition of KCS did not contain a Mitigation Measure with this label.</i>	N/A
45	Hazardous Material Release Sites	MM-Haz Material Sites-04. <i>The Applicants shall use established standards for recycling or reuse of construction materials, such as ballast and rail ties, during the construction of capital improvements related to the acquisition. When recycling construction materials is not a viable operation, the Applicants shall use disposal methods that comply with applicable solid and hazardous waste regulations.</i>	No used ballast or rail ties were generated at the Capital Improvement Projects during the reporting quarter and thus none were reused.
46	Hazardous Material Release Sites	MM-Haz Material Sites-05. <i>For capital improvements related to the acquisition, the Applicants shall follow American Society of Testing and Materials E1527-05, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process in areas where potential contamination could be encountered. If the Applicants encounter contamination (or signs of potential contamination) during these activities, Applicants shall perform a Phase 2 environmental investigation. Should findings of a Phase 2 environmental investigation identify contamination in soil and/or groundwater, the Applicants shall coordinate with relevant state agencies on regulatory obligations and comply with those agencies' reasonable requirements for avoiding impacts related to soil and/or groundwater contamination.</i>	Complete.

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47	Biological Resources	VM-Biological-01. <i>In alignment with CP's Environmental Policy, the Applicants commit to implementing methods to promote No Net Loss of sensitive habitats (e.g., aquatic areas, wetlands, riparian areas, native prairie, old growth forest) when constructing the Capital Improvement Projects.</i>	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.
48	Biological Resources	VM-Biological-02. <i>Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.</i>	CPKC completed tree and brush clearing prior to March 31 ensuring compliance with the Migratory Bird Treaty Act.
49	Biological Resources	VM-Biological-03. <i>The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).</i>	CPKC completed tree felling for the 2024 Capital Improvement Projects, ensuring it was completed outside of the active season for the Indiana bat and northern long-eared bat.
50	Biological Resources	VM-Biological-04. <i>During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.</i>	Prior to the clearing of trees, surveyors clearly flagged clearing limits to ensure that there was no unnecessary removal of bat habitat.
51	Biological Resources	VM-Biological-05. <i>If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine</i>	Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats. No signs of roosting or use by bats were observed.

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		<i>appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.</i>	
52	Biological Resources	VM-Biological-06. <i>Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.</i>	Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats using the approved methodology. No signs of roosting or use by bats were observed.
53	Biological Resources	VM-Biological-07. <i>During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.</i>	All temporary lighting used during the quarter was downfacing with full cutoff lenses and aimed away from suitable bat habitat.
54	Biological Resources	VM-Biological-08. <i>If the Capital Improvement Projects would involve installing any new, or replacing any existing, permanent lights, the Applicants will use downward facing, full cut-off lens lights (with the same intensity or less for replacement lighting).</i>	None of the Capital Improvement Projects have been designed with permanent lighting.
55	Biological Resources	VM-Biological-09. <i>During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.</i>	Sensitive habitats, such as wetlands, were flagged on site. The environmental monitors at each of the Capital Improvement Projects are working with the respective contractors to ensure that staging areas are not in sensitive habitat areas.
56	Biological Resources	VM-Biological-10. <i>The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.</i>	The contractor is limiting ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.
57	Biological Resources	VM-Biological-11. <i>The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on</i>	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.</i>	Noxious weed control was not required during the reporting period at the Capital Improvement Projects under construction.
58	Biological Resources	VM-Biological-12. <i>The Applicants will ensure that any herbicides used in ROW maintenance to control vegetation are approved by EPA and are applied by licensed individuals who will limit application to the extent necessary for safe rail operations. Herbicides will be applied so as to prevent or minimize drift off of the ROW onto adjacent areas.</i>	CPKC confirms all herbicide used in the reporting period was approved by the EPA and applied by licensed applicators. CPKC did not receive any reports of overspray or herbicide drift impacting areas adjacent to the ROW.
59	Biological Resources	VM-Biological-13. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.</i>	CPKC identified a new eagle's nest adjacent to the Dawn Siding Capital Improvement Project in a tree that overhangs the rail ROW. CPKC coordinated with USFWS and obtain a permit to work in proximity to the nest (no removal). No eagle nests have been observed at the other Capital Improvement Project sites.
60	Biological Resources	MM-Biological-01. <i>For capital improvements related to the acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.</i>	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free.
61	Biological Resources	MM-Biological-02. <i>During final design and engineering of capital improvement projects related to the acquisition, the Applicants shall reexamine the USFWS list of threatened or endangered species. If the list has changed to include newly listed species or newly designated critical habitat, or if new information reveals that listed species or critical habitat could be affected by the capital improvements, the Applicants shall consult with OEA and USFWS regarding avoidance, minimization, and mitigation measures and shall implement the measures developed in consultation with OEA and USFWS.</i>	During the final design of the Capital Improvement Projects, CPKC continues to reexamine the USFWS list of Threatened and Endangered Species and designated critical habitat and to consider whether any new information reveals that listed species could be affected. In addition, federal agencies that have permitting jurisdiction over any of the Capital Improvement Projects will oversee compliance with the Endangered Species Act.
62	Biological Resources	MM-Biological-03. <i>The Applicants shall apply the mitigation measures identified in VM Biological-03, VM-Biological-04, VM-Biological-05, VM-Biological-06 and VM Biological-07 to any planned capital improvements potentially affecting the habitat of the Tricolored bat, which USFWS has proposed for listing as Endangered.</i>	The listed mitigation measures were applied for the protection of Tricolored Bat in addition to the Indiana Bat and Northern Long-eared Bat.
63	Biological Resources	MM-Biological-04. <i>The Applicants shall implement Special Protective Measures and karst Best Management Practices if the construction of the planned capital improvements occurs in areas with karst features in Benton County, Arkansas and McDonald County, Missouri, to avoid</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>potentially affecting the endangered Benton County Cave Crayfish, Hell Creek Cave Crayfish, and Ozark Cavefish.</i>	
64	Water Resources	VM-Water-01. <i>The Applicants commit to remaining compliant with 33 C.F.R. Part 117 Drawbridge Operation Regulations.</i>	During the reporting period, CPKC complied with all applicable US Coast Guard regulations and did not receive any Notices of Violation and accompanying fine from the USCG related to the operation of drawbridges.
65	Water Resources	VM-Water-02. <i>As applicable for each of the Capital Improvement Projects, the Applicants will request Clean Water Act Water Quality Certification from the jurisdiction where the respective project is located.</i>	CPKC has requested Clean Water Act Water Quality Certification from the respective jurisdictions for all the Capital Improvement Projects under construction.
66	Water Resources	VM-Water-03. <i>As applicable for each of the individual Capital Improvement Projects, the Applicants will obtain an authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act before initiating project-related construction activities in jurisdictional waters of the U.S.</i>	As applicable, CPKC has obtained authorization under Section 404 of the Clean Water Act prior to initiating project-related construction activities in jurisdictional waters of the US.
67	Water Resources	VM-Water-04. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.</i>	The environmental monitor onsite daily at the respective Capital Improvement Projects under construction is ensuring the contractors comply with all applicable permit conditions.
68	Water Resources	VM-Water-05. <i>Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.</i>	Prior to initiating construction at the Capital Improvement Projects, CPKC is ensuring that a site specific SWPPP is in place.
69	Water Resources	VM-Water-06. <i>For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Docket No. FD 36500 et al. 209 Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.</i>	For construction in proximity to surface waters, CPKC is ensuring a site-specific water quality monitoring plan is in place. Throughout the construction, the environmental monitor at each respective construction site has been implementing the respective water quality monitoring plan.
70	Water Resources	VM-Water-07. <i>The Applicants will minimize impacts to wetlands where practicable in the final design of the individual Capital Improvement Projects. Applicants agree to compensate for the loss of any wetlands through any one, or a combination of: purchasing credits from an authorized wetland mitigation bank, restoring a previously existing wetland or other aquatic site, enhancing an existing aquatic site's</i>	CPKC continues to minimize impacts to wetlands where practicable and to offset the loss of wetland habitat through the purchase of wetland credits or other means.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>function, preserving an existing aquatic site, and/or creating a new aquatic site.</i>	
71	Water Resources	VM-Water-08. <i>The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.</i>	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100 year storm event.
72	Water Resources	VM-Water-09. <i>The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.</i>	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.
73	Water Resources	VM-Water-10. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.</i>	In-water work is being scheduled at the Capital Improvement Projects to protect fish species as applicable to each respective site.
74	Water Resources	VM-Water-11. <i>During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.</i>	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
75	Water Resources	VM-Water-12. <i>During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.</i>	The environmental monitors at each of the respective Capital Improvement Project construction sites are ensuring that the contractors are only crossing watercourses at established crossing points.
76	Water Resources	VM-Water-13. <i>During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.</i>	The contractor is complying with the engineering design for each of the respective Capital Improvement Projects including the material specifications for each site (which have been designed by a Professional Engineer to ensure they are appropriate for that respective site).
77	Water Resources	MM-Water-01. <i>During the final engineering and design of the 25 capital improvements, the Applicants shall design culverts and bridges so as to maintain existing surface water drainage patterns to the extent practicable and not cause or exacerbate flooding.</i>	CPKC continues to design all culverts and bridges so as to maintain surface water drainage patterns and not cause or exacerbate flooding.
78	Water Resources	MM-Water-02. <i>The Applicants shall coordinate with the Federal Emergency Management Agency if construction of bridges, culverts, or embankments related to the 25 planned capital improvements would result in an unavoidable increase greater than 1 foot to the 100-year water surface elevations.</i>	CPKC continues to design the Capital Improvement Projects to ensure that any rise in the 100-year water surface elevation is one foot or less.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
79	Water Resources	MM-Water-03. <i>The Applicants shall obtain and comply with National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges resulting from project-related construction activities at each of the capital improvements that meet the requirements for a NPDES.</i>	CPKC has ensured NPDES permit coverage is in place prior to the start of civil construction on the Capital Improvement Projects which have commenced construction.
80	Environmental Justice	VM-EJ-01. <i>The Applicants will use CP's experience building relationships with First Nations in Canada to engage with federally recognized Indian tribes in the U.S.</i>	CPKC has provided the contact details of our Indigenous Relations team to Tribal Nations across the network. CPKC did not receive any inquiries from Tribal Nations during the Quarter.
81	Environmental Justice	VM-EJ-02. <i>The Applicants will make Operation Lifesaver programs available to potentially affected communities, including schools and other organizations (Operation Lifesaver is a non-profit education and awareness program that helps increase the public's awareness of the dangers around rail lines).</i>	During the reporting period, CPKC Police Officers and other CPKC Employees completed 31 Operation Lifesaver and other training events.
82	Environmental Justice	VM-EJ-03. <i>For the construction contracts for the Capital Improvement Projects, the Applicants commit to allocate a minimum of 15% of contractor bid evaluation weighting to the inclusion of minority and tribal owned businesses and employees on the proposed project team.</i>	CPKC continues to allocate a minimum of 15% in evaluation of contractor bids for the prospective contractor's inclusion of minority and tribal owned businesses and employees.
83	Environmental Justice	MM-EJ-01. <i>The Applicants shall conduct proactive and targeted outreach to minority and low-income communities that would experience adverse noise impacts as a result of the acquisition to provide information about the process for establishing Quiet Zones. The Applicants shall assist interested communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA's final rule on the "Use of Locomotive Horns at Highway-Rail Grade Crossings."</i>	CPKC is engaged with minority and low-income communities that are interested in or in the process of inquiring or applying for quiet zones.
84	Community Agreements and Coordination	VM-Community-01. <i>The Applicants commit that the new CPKC will meet regularly with community representatives in the Houston area. If those communities experience merger-related impacts, CPKC will work with them on ways to address their concerns. CPKC will also participate alongside other railroads serving Houston—notwithstanding that it will own no track there—to work cooperatively with communities to address the impacts of rail operations in the region.</i>	CPKC continues to engage with Houston communities and has a Houston-based representative. On March 20, CPKC met with Houston Council Member Pollard to discuss the CPKC footprint. On March 28 CPKC attended the Greater Houston Partnership's Transportation and infrastructure committee meeting alongside to discuss transportation in the Houston region. On April 8 CPKC attended a lunch with Council Members Mario Castillo & Joaquin Martinez to share additional information on our operations in Houston and how we can partner with the city on any creative solutions. And on May 16, CPKC attended a Houston Partnership tour of the Port of Houston ship channel with both Transportation & Infrastructure and Energy Committee counterparts.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
85	Community Agreements and Coordination	VM-Community-02. The Applicants will provide community leaders in Houston with ways to report issues. CP has a “Community Connect” webpage that provides contact information, answers frequently asked questions, and offers other resources that will remain active for the new CPKC system. CP also has a Public Safety Communication Centre that operates 24 hours a day, 365 days a year with trained communication officers who can be reached toll-free at 1-800-716-9132. Calls into that Centre, which includes the Community Connect line and CP’s emergency lines, are tracked using sophisticated Computer Aided Dispatch (CAD) software. The communication officers in this Centre are trained to handle a range of issues, from a blocked crossing to a trespasser, and they regularly coordinate the involvement of other railroads as required for any specific incident.	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC did not receive any calls to the Community Connect line from the Houston area this quarter, and it passed on notification of 1 incident to Union Pacific through the Public Safety Communications Center. CPKC continues to have regular engagement with stakeholders in the Houston area.
86	Community Agreements and Coordination	VM-Community-03. The Applicants will work with certain Chicago area communities with which they have not been able to reach agreements—DuPage County, the Village of Bartlett, the Village of Bensenville, the City of Elgin, the Village of Itasca, the Village of Hanover Park, the Village of Roselle, the City of Wood Dale, and the Village of Schaumburg—to mitigate potential acquisition-related environmental impacts. Specifically, they will work with them to accomplish: • Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation. • Installing and funding a predictive mobility system, interconnected with existing railroad crossing signals, that will deliver advanced notice of blocked crossings to citizens, police, fire, and rescue operations, and others. • Installing and funding ITS Interconnect for Advanced Warning Signs at strategic locations to give drivers information about occupied crossings, allowing them to make better on-the-spot decisions. • Installing and funding Positive Train Control wireless technology tie-ins at crossings adjacent to Metra platforms, which will minimize the activation of crossing lights and gates. With respect to the work described above, the Applicants anticipate that the Applicants or their subcontractors will perform the work. In the case of instances where work may be performed by others, the Applicants would reimburse reasonable and customary charges for such work. Because Metra owns the trackage that CP uses in these communities, Metra would have to approve the implementation of these mitigation measures. The Applicants would work with Metra, the communities, and any other relevant agencies to seek approvals.	CPKC continues robust engagement with communities in the Chicago area. On March 15, CPKC’s Senior Vice-President of Operations in the East met with Village of Bensenville senior leaders to discuss rail traffic. On March 18, CPKC & LinqThingz, its vendor for the voluntary mitigation, met with the Village of Bartlett, IL to conduct a Site Survey Meeting for predictive mobility sensor placement. On March 21, CPKC participated in a meeting with the communities to review status of various merger mitigation measure implementation. On April 2, CPKC & LinqThingz met with the Village of Bensenville, IL to conduct a Site Survey Meeting for predictive mobility sensor placement. On April 3, CPKC & LinqThingz met with the Village of Itasca, IL to conduct a Site Survey Meeting for predictive mobility sensor placement. In addition to working directly with communities on the voluntary mitigation implementation, on April 15-16, CPKC met with various Illinois State legislators to update on merger mitigation implementation. On June 3, CPKC and LinqThingz met with Cook County, IL DOT to discuss implementation of Chicago mitigation measures. And on June 12, CPKC met with the Illinois State Representative covering Bensenville to review merger mitigation measures.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
87	Community Agreements and Coordination	MM-Community-01. <i>The Applicants shall comply with the terms of the agreements reached between the Applicants and the City of Davenport, Iowa; the City of Bettendorf, Iowa; the City of Muscatine, Iowa; the City of LeClaire, Iowa; the City of Clinton, Iowa; the City of Washington, Iowa; the City of Fruitland, Iowa; the Village of Hampshire, Illinois; the Village of Pingree Grove, Illinois; and the City of Liberty, Missouri.</i>	CPKC continues to work with each community to comply with the terms of the agreements reached and remain engaged and focused on ensuring an open dialogue.
88	Community Agreements and Coordination	MM-Community-02. <i>If Applicants reach additional agreements with communities or other entities following publication of this Final EIS, the Applicants shall notify the Board, and the Board will impose a condition that requires the Applicants to comply with the terms of the agreement.</i>	CPKC has reached an additional agreement with the city of Camanche, IA.
89	Community Agreements and Coordination	MM-Community-03. <i>To facilitate compliance with VM-Community-01 and VM Community-02, the Applicants shall establish a Community Liaison to consult with Houston area community leaders. The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the Board's final decision authorizing the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to the Houston mayor and Harris County officials.</i>	Andy Cummings continues to serve as CPKC's Community Liaison for the Houston Area.
90	Community Agreements and Coordination	MM-Community-04. <i>To facilitate compliance with VM-Community-03, the Applicants shall establish a Community Liaison to consult with leaders of Chicago area communities referenced in that mitigation measure (the Village of Itasca, the Village of Bensenville, the City of Wood Dale, the Village of Roselle, the Village of Schaumburg, the Village of Hanover Park, the Village of Bartlett, the City of Elgin, and DuPage County). The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the approval of the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	Larry Lloyd continues to serve as CPKC's Community Liaison for the Chicago Area.

CPKC Capital Improvement Project Updates

Turkey River, IA – New Siding

In this reporting period, CPKC initiated construction on the siding extension at Turkey River.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Bellevue, IA – New Siding

In this reporting period, CPKC continued construction on the new siding at Bellevue.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC previously completed ground disturbing activities and submitted the final archaeological monitoring report.

Monroe, IL – New Siding

In this reporting period, CPKC continued construction on the new siding at Monroe.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Deer Creek, IA – Siding Extension

CPKC placed the Deer Creek Siding Extension into service on January 25, 2024. Construction on this project is now complete.

CPKC had an environmental monitor on site full time during civil construction activities. The final Environmental Monitoring Report is appended.

CPKC previously completed ground disturbing activities and submitted the final archaeological monitoring report.

Camanche, IA – Siding Extension

In this reporting period, CPKC initiated construction on the siding extension at Camanche.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Letts, IA – Siding Extension

In this reporting period, CPKC did not undertake any work on the proposed Letts Siding extension.

Washington, IA – New Siding

CPKC placed the Washington Siding into service on March 14, 2024. Construction on this project is now complete.

CPKC had an environmental monitor on site full time during civil construction activities. The final Environmental Monitoring Report is appended.

CPKC previously completed ground disturbing activities and submitted the final archaeological monitoring report.

Ottumwa, IA – Siding Extension

In this reporting period, CPKC did not undertake any work on the proposed Ottumwa Siding extension.

Moravia, IA – New Siding

In this reporting period, CPKC progressed design and permitting work on the new project location.

Newtown, MO – Siding Extension

As CPKC reported in Quarterly Compliance Report 2, the Newtown Siding Extension is complete.

Laredo, MO – Siding Extension

As CPKC reported in the Quarterly Compliance Report 3, the Laredo Siding Extension is complete.

Dawn, MO – New Siding

In this reporting period, CPKC initiated construction on the siding at Dawn.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Blue Valley, MO – New Double Track

In this reporting period, CPKC progressed design and permitting work on the proposed double track.

Additionally, given the three grade separated road crossings within the project area and the proximity to a Union Pacific mainline, CPKC has been involved in discussions with the local road authority as well as UP.

Grandview, MO – New Facility Working Tracks

In this reporting period, CPKC started work on a switch reconfiguration and signal system upgrades.
No new embankment construction or ground disturbance is part of the 2024 work.

Asbury, MO – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Asbury Siding extension. No physical construction was undertaken at this site.

Goodman, MO – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Goodman Siding. No physical construction was undertaken at this site.

Gentry, AR – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Gentry Siding extension. No physical construction was undertaken at this site.

Baron, OK – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed new Baron Siding. No physical construction was undertaken at this site.

Cave Springs, AR – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Cave Springs Siding extension. No physical construction was undertaken at this site.

Spiro, OK – Siding Extension

CPKC placed the Spiro Siding Extension into service on April 29, 2024. Construction on this project is now complete.

CPKC had an environmental monitor on site full time during civil construction activities. The final Environmental Monitoring Report is appended.

CPKC had an archaeological monitor on site full time during ground disturbing activities. The final archaeological monitoring report is appended.

Heavener, OK – Siding Extension

In this reporting period, CPKC progressed design and permitting work on the proposed Heavener Siding Extension. No physical construction was undertaken at this site.

Mena, AR – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed new Mena Siding. No physical construction was undertaken at this site.

Mansfield, LA – Siding Extension

As CPKC reported in Quarterly Compliance Report 3, the Mansfield Siding Extension is complete.

Loring, LA – Siding Extension

In this reporting period, CPKC prepared for civil construction in 2024. No physical construction was undertaken at this site.

Singer, LA – Siding Extension

In this reporting period, CPKC continued construction on the siding extension at Singer.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.



DEER CREEK SIDING EXTENSION

CPKC Final Environmental Monitoring Report

DEER CREEK SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Deer Creek Siding Extension project located in Clinton County, IA (Davenport Subdivision from MP 151.5 to MP 152.5). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board's Final Decision), and this is the final report showing the Deer Creek project's compliance with those measures. Construction on Deer Creek started on February 27th, 2023, and the siding was placed into service on January 25th, 2024. All construction activities which were part of this project were in compliance with the Board's construction-related conditions.

Compliance with Mitigation Measures

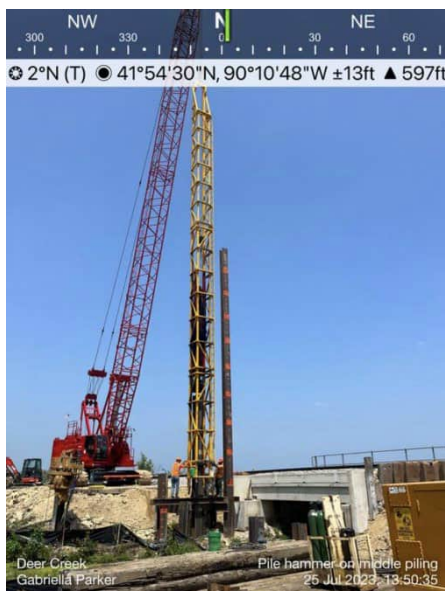
MM-General-03. To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.

ROW boundary/limits are marked by blue survey stakes with pink ribbon. All wetlands are marked with green lath with yellow ribbon. All work was performed within the ROW limits.



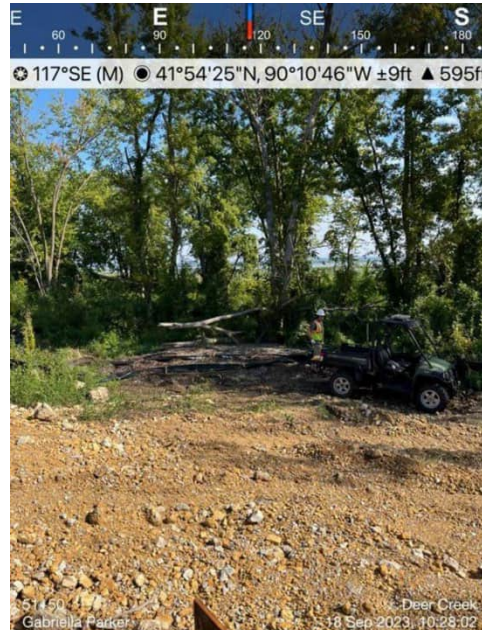
VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.

All noise on project was within acceptable limits of the project permits at all times.



VM-Air-05. The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.

The anti-idling policy was discussed in the morning job briefings with all onsite personnel. Equipment and vehicles were not run unless being utilized for operations.



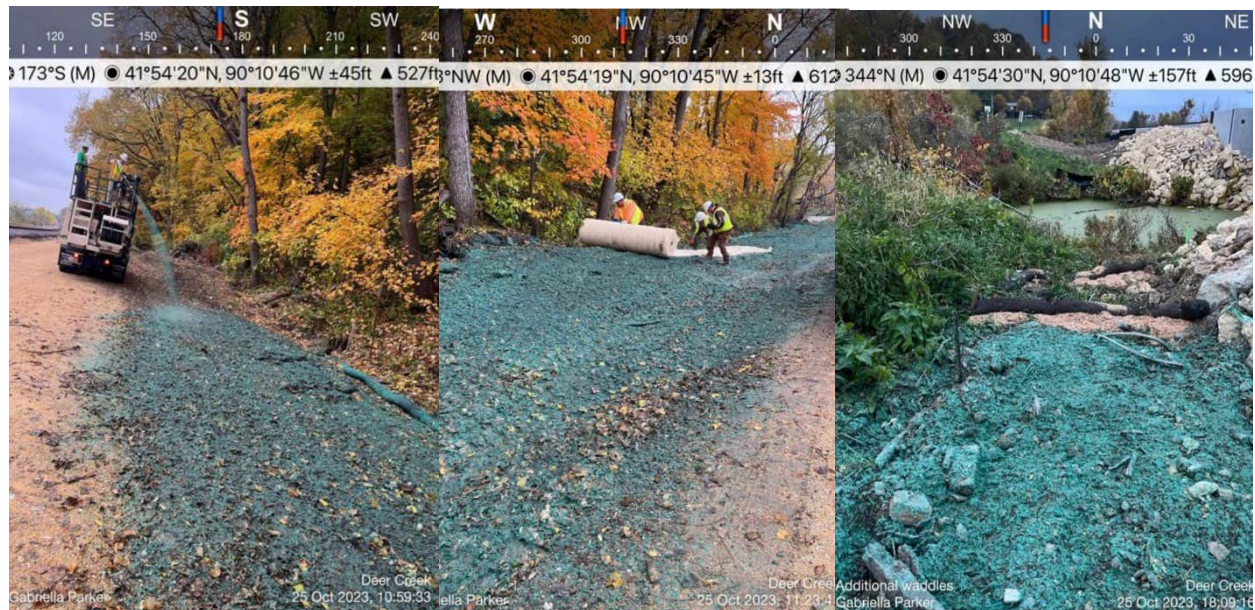
VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.

Water trucks were used to suppress dust throughout the duration of the project.



VM-Air-08. Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.

Contractors ensured stabilization with hydro mulch, seed, and erosion matting measures on areas where vegetation clearing took place and re-worked areas within the 7-day period. Post construction inspections have ensured re-stabilization measures have taken place on the entire ROW.



VM-Haz. Material Sites-01. The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.

Contractors were briefed on hazardous materials at morning meetings. Environmental monitors and contractors did not observe any hazardous materials or issues relating to hazardous materials within the ROW during the Deer Creek project.

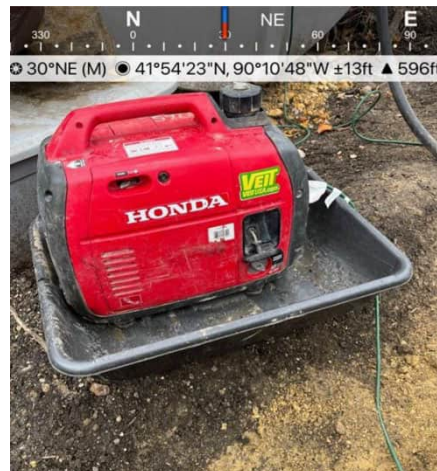
VM-Haz. Material Sites-03. In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.

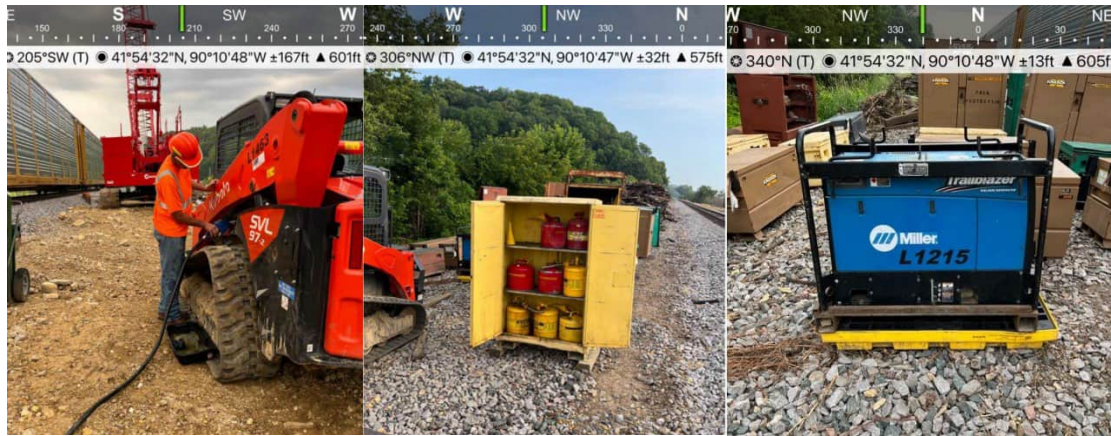
All contractor equipment was equipped with spill kits. Extra spill kit materials were available at the main entrance by the contractor's trailer. One spill caused by a hydraulic leak in the excavator was observed on 11/29/2023. That spill was below the applicable reportable quantity, and the liquid was contained with absorbent pads and a drip bucket until it was repaired.



VM-Haz. Material Sites-04. During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.

Any extensive maintenance or large quantity fluid change was performed off site to minimize risk of a spill or impact to surrounding environment. Contractors utilized secondary containment when refueling equipment at the main entrance. Each piece of equipment contained spill kit materials in preparation of a spill or leak.





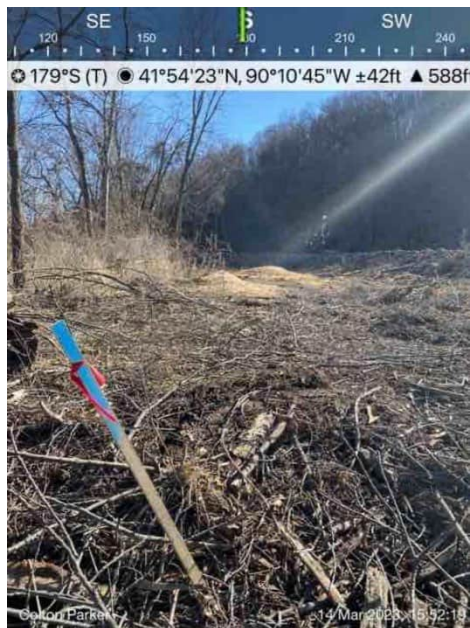
VM-Haz. Material Sites-05. The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.

All waste generated on the Deer Creek site was disposed of in accordance with all applicable federal, state, and local regulations. A dumpster and several garbage cans with lids were located along the ROW.



VM-Biological-02. Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.

All tree clearing at Deer Creek site was completed prior to April 1, 2023. No active bird nests were observed on site during clearing operations or construction.



VM-Biological-03. The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).

All clearing operations were completed outside of the above-listed dates. Environmental monitor inspected area for any signs of bats or birds before clearing took place.



VM-Biological-04. During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.

The clearing and construction boundaries were defined using survey stakes. Plan sets were provided to contractors outlining ROW boundaries. All contractors were made aware of any suitable bat habitats on ROW. There was no evidence of bats onsite throughout the duration of the project.

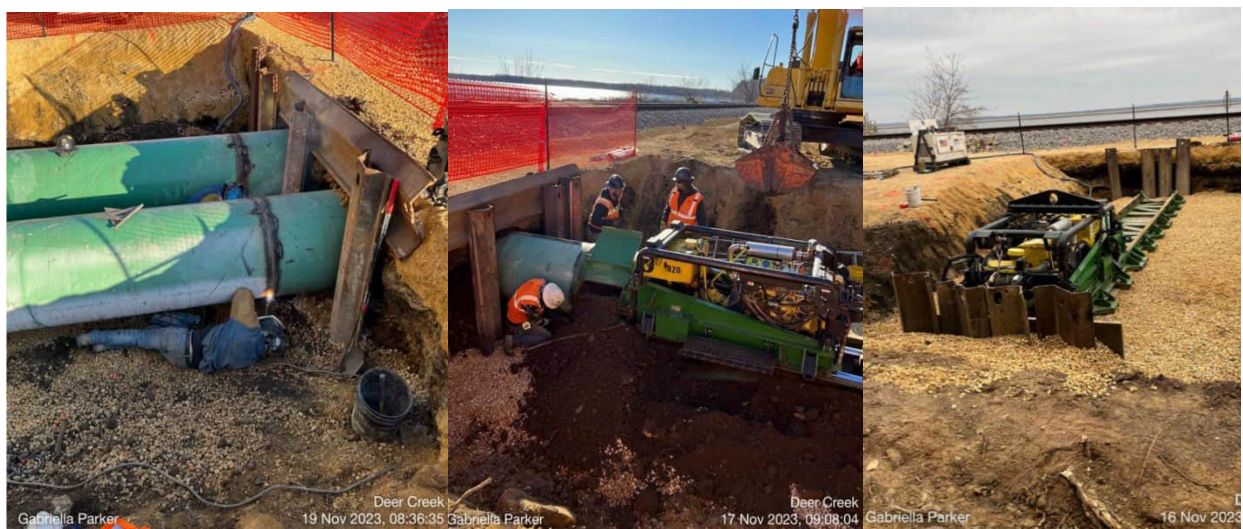


VM-Biological-05. If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.

The Environmental monitor completed a minimum of weekly inspections of the bridge and culverts onsite. Environmental monitor and qualified biologist, Gabriella Parker, conducted bat inspections on 6/6/2023 and 6/12/2023. Inspections were conducted on all existing culverts and bridges. No bats or signs of bats were discovered at either inspection. Please see Appendix A for the Bat Inspection Report.

VM-Biological-06. Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.

After it was determined that no bats or signs of bats were present in structures or onsite, culvert work and bridge construction was able to commence during the bat active season. Continued inspection of bat presence continued to be conducted throughout the construction phase.



VM-Biological-07. During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.

All temporary lighting was directed away from any suitable habitat for the northern long-eared bat and Indiana bat during their active season of April 1 to October 31. Full cut off lens were used during work at night, all work at night was performed outside of the roosting season.



VM-Biological-09. During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.

The construction boundaries and limits have been marked out by survey. Sensitive areas such as wetlands and the stream crossing were marked with green and yellow lath. Equipment was staged on previously disturbed sites on ROW away from sensitive habitat areas.



VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.

Ground disturbance took place within the ROW and within the approved work areas only (MP 151.5-152.5) for construction operations.



VM-Biological-11. The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.

All seed mixtures used on the Deer Creek project for stabilization/restoration were approved by the environmental monitors ensuring no noxious weeds were included in the mix. Annual rye, turf fertilizer, IL DOT Class 2A salt tolerant mix and SUDAS Urban Type 1 were used onsite. No herbicide sprays were used on the Deer Creek siding project.



VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.

The environmental monitor inspected the site each work day for the presence of bald and golden eagles. No bald or golden eagles were observed on Deer Creek site at any time.

MM-Biological-01. For capital improvements related to the Proposed Acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.

Environmental monitors inspected each seed tag prior to use to ensure no invasive weed species were present. The seed mixtures adhered to Iowa DOT requirements specified in the plans.



VM-Water-04. As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.

The contractor followed all water quality control requirements in all permits including the Water Quality Certification. A site-specific Stormwater Pollution Prevention Plan SWPPP was provided to all contractors onsite. Following the plan, Environmental monitors and contractors worked together on the installation/maintenance of erosion control devices and best management practices minimizing the potential for erosion and sediment affecting the waterways. Routine SWPPP/rain event inspections will be conducted appropriately until the site reaches 70% uniform vegetation.



VM-Water-05. Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.

The contractor complied with the approved site-specific SWPPP plan. Following the plan, environmental monitors and contractors worked together on the installation of erosion control devices and best management practices near and around waterways including the creek and culverts to reduce the amount of sediment and pollutants entering surface waters and ground waters. Implemented examples include silt curtains, biologs, secondary containment, filter bags and concrete washout areas.



VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.

A site-specific water quality monitoring plan was implemented by the environmental monitors on site. Waterways were inspected regularly prior and during construction and at least once weekly since operations have ceased.



VM-Water-10. As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.

Environmental monitors worked together with contractors on protecting the stream while construction was occurring. A temporary crane bridge was built for construction of Bridge 152.20.



VM-Water-11. During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.

Contractors inspected their vehicles and equipment daily before and after each work day. Any piece of equipment not functioning properly was not used until repaired by a mechanic.

VM-Water-13. During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.

The fill material was imported from Wendling Quarry, an approved offsite source.





DEER CREEK SIDING EXTENSION

CPKC Final Environmental Monitoring Report

APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-12-23 9:46 AM	CPKC Project Name	Deer Creek	Bridge Milepost	151.29	County	Clinton
Structure Name (if exists)	Ex CV0	Structure Coordinates (latitude and longitude)		Structure Height (approximate)	24"	Structure Length	30.1'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ None ☐ Concrete			
☐ Flat Slab/Box ☐ Steel I-beam				☐ Concrete ☐ Concrete ☐ Timber			
☐ Truss ☐ Covered				☐ Timber ☐ Steel ☐ Stone/Masonry			
☐ Parallel Box Beam ☐ Other:				☐ Open grid ☐ Timber ☐ Other:			
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other:				☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
Other Structure				Creosote Evidence			
				☐ Yes ☒ No ☐ Unknown			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Closed vegetation				☐ Agricultural ☐ Grassland ☐ Commercial ☐ Ranching			
☒ Rip-rap ☒ Railroad ☐ Residential-urban				☒ Residential-rural ☒ Riparian/wetland			
☒ Flowing water ☐ Road/trail - Type:				☐ Woodland/forested ☐ Mixed use			
☐ Standing water ☐ Other:				☐ Other:			
☐ Seasonal water							
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)					
All crevices and cracks:	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Bridges/culverts: rough surfaces or imperfections in concrete ☐ Guano ☐ Odor ☐ N/A ☐ Other structures: soffits, rafters, attic areas ☐ Staining ☐ Photos					
Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Crack between concrete railings on top of the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos					
Name: Gabriella Parker		Signature:					





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-12-23 9:42 AM		CPKC Project Name Deer Creek	Bridge Milepost 151.44	County Clinton
Structure Name (if exists) Ex CV1		Structure Coordinates (latitude and longitude) 41°55'7"N 90°10'52"W	Structure Height 60" (approximate)	Structure Length 39.5'
Structure Type (check one)			Structure Material (check all that apply)	
Bridge Construction Style ☐ Cast-in-place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam ☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other:			Deck Material ☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other: Beam Material ☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other: End/Back Wall Material ☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other: Creosote Evidence ☐ Yes ☒ No ☐ Unknown Notes:	
Culvert Type ☐ Box ☒ Pipe/Round ☐ Other: Other Structure			Culvert Material ☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:	
Crossings Traversed (check all that apply)			Surrounding Habitat (check all that apply)	
☐ Bare ground ☒ Rip-rap ☐ Flowing water ☐ Standing water ☐ Seasonal water ☒ Open vegetation ☐ Closed vegetation ☒ Railroad ☐ Road/trail - Type: ☐ Other:			☐ Agricultural ☐ Commercial ☐ Residential-urban ☒ Residential-rural ☐ Woodland/forested ☐ Grassland ☐ Ranching ☒ Riparian/wetland ☐ Mixed use ☐ Other:	
Areas Assessed (check all that apply)				
Check all areas that apply. If an area is not present in the structure, check the "not present" box.				
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.				
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)		
☐ All crevices and cracks: ☒ Bridges/culverts: rough surfaces or imperfections in concrete ☐ Other structures: soffits, rafters, attic areas	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A
Name: Gabriella Parker		Signature:		





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-12-23 9:37 AM	CPKC Project Name	Deer Creek	Bridge Milepost	151.55	County	Clinton
Structure Name (if exists)	Ex CV2	Structure Coordinates (latitude and longitude)	41°55'0"N 90°10'52"W	Structure Height (approximate)	48"	Structure Length	39.61'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place				☐ Metal ☐ None ☐ Concrete			
☐ Flat Slab/Box				☐ Concrete ☐ Concrete ☐ Timber			
☐ Truss				☐ Timber ☐ Steel ☐ Stone/Masonry			
☐ Parallel Box Beam				☐ Open grid ☐ Timber ☐ Other:			
☐ Pre-stressed Girder				☐ Other:			
☐ Steel I-beam				☐ Other:			
☐ Covered				☐ Other:			
☐ Other:				☐ Other:			
Culvert Type				Culvert Material			
☐ Box				☒ Metal			
☒ Pipe/Round				☐ Concrete			
☐ Other:				☐ Plastic			
☐ Other Structure				☐ Stone/Masonry			
☐ Other:				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Grassland			
☐ Flowing water				☐ Commercial			
☐ Standing water				☐ Residential-urban			
☐ Seasonal water				☒ Residential-rural			
☒ Open vegetation				☐ Woodland/forested			
☐ Closed vegetation				☐ Other:			
☒ Railroad				☐ Other:			
☐ Road/trail - Type:				☐ Other:			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)					
All crevices and cracks:	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
Bridges/culverts: rough surfaces or imperfections in concrete		☐ Guano ☐ Odor ☐ Photos N/A					
Other structures: soffits, rafters, attic areas		☐ Staining					
Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Crack between concrete railings on top of the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species					
		☐ Guano ☐ Odor ☐ Photos N/A					
		☐ Staining					
Name: Gabriella Parker		Signature:					

N NE E
0 30 60 90 120
49°NE (T) 41°55'0"N, 90°10'52"W ±88ft ▲ 569ft



SW W NW
240 270 300 330
283°W (T) 41°55'1"N, 90°10'52"W ±9ft ▲ 613ft



Gabriella Parker

12 Jun 2023, 09:38:32

N NE E
0 30 60 90 120
47°NE (T) 41°55'1"N, 90°10'52"W ±9ft ▲ 606ft



SW W NW
240 270 300 330
284°W (T) 41°55'1"N, 90°10'52"W ±9ft ▲ 600ft



Gabriella Parker

12 Jun 2023, 09:38:39



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-06-2023 4:28 PM	CPKC Project Name Deer Creek	Bridge Milepost 151.75	County Clinton
Structure Name (if exists) Ex Culvert CV3 Box 151.75	Structure Coordinates (latitude and longitude) 41°54'51"N 80°10'51"W	Structure Height 4' (approximate)	Structure Length 42'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ Beam Material
☐ Flat Slab/Box	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☐ Metal	☐ Concrete
☐ Pipe/Round		☒ Concrete	☐ Plastic
☐ Other		☐ Stone/Masonry	☐ Other
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground	☒ Open vegetation	☐ Agricultural	☐ Grassland
☒ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flooding water	☒ Railroad	☐ Residential-urban	☒ Riparian/wetland
☒ Standing water	☐ Road/Trail - Type:	☒ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☒ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☐ All crevices and cracks:	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible
☒ Bridges/culverts: rough surfaces or imperfections in concrete		☐ Guano	☐ Other
☐ Other structures: soffits, rafters, attic areas		☐ Staking	☐ Photos
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # 0 dead # 0	☐ Audible
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Guano	☐ Other
☐ Crack between concrete railings on top of the bridge deck	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Guano	☐ Other
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Staking	☐ Photos
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible
☐ All gutters	☐ Not present	☐ Guano	☐ Other
☐ All expansion joints	☐ Not present	☐ Staking	☐ Photos
Name: Gabriella Parker		Signature: Gabriella Parker	

W NW N
0 332°NW (T) ● 41°54'51"N, 90°10'51"W ±9ft ▲ 584ft



E SE S
0 135°SE (T) ● 41°54'51"N, 90°10'51"W ±13ft ▲ 589ft



Galena Mill

05 Jun 2023 18:29:10

SE S SW
0 190°S (T) ● 41°54'51"N, 90°10'51"W ±13ft ▲ 586ft



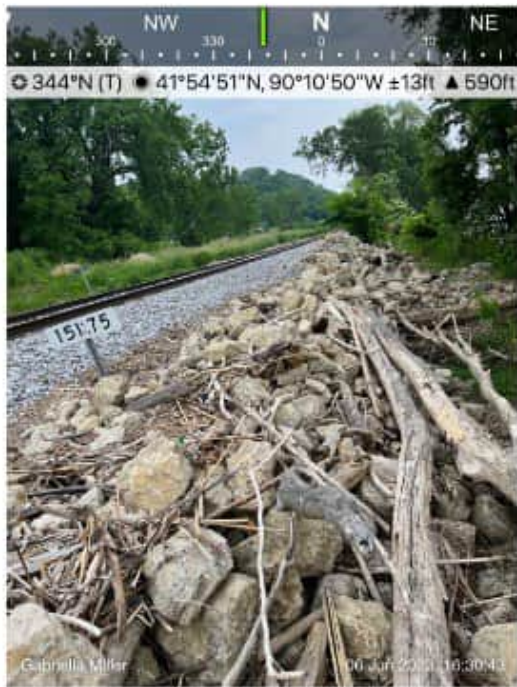
NE E SE
0 94°E (T) ● 41°54'51"N, 90°10'51"W ±13ft ▲ 589ft



Galena Mill

06 Jun 2023 17:20:07







CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-06-2023 4:22 PM	CPKC Project Name Deer Creek	Bridge Milepost 151.83	County Clinton
Structure Name (if exists) Ex CMP Culverts 151.83	Structure Coordinates (latitude and longitude) 41°54'47"N 90°10'50"W	Structure Height (approximate) 36" Diameter	Structure Length 35'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Box	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
		☐ Other:	☐ Other:
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☒ Metal	☐ Concrete
☒ Pipe/Round		☐ Plastic	☐ Stone/Masonry
☐ Other:		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground	☒ Open vegetation	☐ Agricultural	☐ Grassland
☒ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential-urban	☒ Riparian/wetland
☒ Standing water	☐ Road/trail - Type:	☒ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☒ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck Railing 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature: 	



76°E (T) 41°54'47"N, 90°10'50"W ±13ft 587ft



74°E (T) 41°54'47"N, 90°10'50"W ±13ft 588ft





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-06-2023 3:46 PM		CPKC Project Name Deer Creek		Bridge Milepost 152.13		County Clinton	
Structure Name (if exists) Ex Bridge BR 152.13		Structure Coordinates (latitude and longitude) 41°54'31"N 90°10'47"W		Structure Height (approximate) 5'6"		Structure Length 27'2"	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place ☐ Pre-stressed Girder				☒ Metal ☐ None ☒ Concrete			
☐ Flat Slab/Box ☐ Steel I-beam				☒ Concrete ☒ Concrete			
☐ Truss ☐ Covered				☐ Timber ☐ Steel			
☐ Parallel Box Beam ☐ Other:				☐ Open grid ☐ Timber			
				☐ Other: ☐ Other:			
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other:				☐ Metal ☐ Concrete			
Other Structure				☐ Plastic ☐ Stone/Masonry ☐ Other:			
				Creosote Evidence			
				☐ Yes ☒ No ☐ Unknown			
				Notes:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground ☒ Open vegetation				☐ Agricultural ☐ Grassland			
☐ Rip-rap ☒ Closed vegetation				☐ Commercial ☐ Ranching			
☒ Flowing water ☒ Railroad				☐ Residential-urban ☒ Riparian/wetland			
☒ Standing water ☐ Road/trail - Type:				☒ Residential-rural ☐ Mixed use			
☐ Seasonal water ☒ Other:				☒ Woodland/forested ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: ☒ Bridges/culverts: rough surfaces or imperfections in concrete ☒ Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ Vertical surfaces on concrete I-beams		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ Spaces between walls, ceiling joists		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ All guiderails		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
☒ All expansion joints		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ N/A ☐ Staining ☐ Photos			
Name: Gabriella Parker				Signature:			

NW N NE
300 330 0 30 60
9°N (T) 41°54'31"N, 90°10'48"W ±19ft ▲ 593ft



NE E SE
30 60 90 120 150
84°E (T) 41°54'31"N, 90°10'48"W ±13ft ▲ 591ft



Gabriella Miller

06 Jun 2023, 15:47:05

NW N NE
300 330 0 30 60
5°N (T) 41°54'31"N, 90°10'48"W ±13ft ▲ 595ft



NE E SE
30 60 90 120 150
80°E (T) 41°54'31"N, 90°10'48"W ±13ft ▲ 590ft



Gabriella Miller

06 Jun 2023, 15:47:14

NE 30 60 90 120 150
79°E (T) 41°54'31"N, 90°10'48"W ±13ft 594ft



NE 60 90 120 150 180
114°SE (T) 41°54'31"N, 90°10'48"W ±13ft 596ft



Gabriella Miller

06 Jun 2023 15:47:58

E 90 120 SE 150 180 210 SW
160°S (T) 41°54'31"N, 90°10'48"W ±13ft 597ft



E 60 90 120 150 180
125°SE (T) 41°54'31"N, 90°10'47"W ±13ft 595ft



Gabriella Miller

06 Jun 2023 15:48:09

W 270 NW 330 N 0 30
 331°NW (T) • 41°54'31"N, 90°10'47"W ±13ft ▲ 594ft



S 180 SW 270 W 360
 230°SW (T) • 41°54'31"N, 90°10'47"W ±9ft ▲ 579ft



Gabriella Miller

06 Jun 2023, 15:48:53

SE 120 S 180 SW 240
 173°S (T) • 41°54'31"N, 90°10'47"W ±16ft ▲ 581ft



SW 240 W 270 NW 330 N 360
 290°W (T) • 41°54'31"N, 90°10'47"W ±9ft ▲ 579ft



Gabriella Miller

06 Jun 2023, 15:48:58

E 90 120 150 180 210
150°SE (T) 41°54'31"N, 90°10'47"W ±13ft ▲ 567ft



W 270 300 330 360
330°NW (T) 41°54'31"N, 90°10'48"W ±16ft ▲ 595ft



W 270 300 330 360
313°NW (T) 41°54'31"N, 90°10'48"W ±13ft ▲ 566ft



E 90 120 150 180 210
153°SE (T) 41°54'31"N, 90°10'47"W ±39ft ▲ 594ft







CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-06-2023 2:33 PM	CPKC Project Name Deer Creek	Bridge Milepost 152.20	County Clinton
Structure Name (if exists) Ex Bridge BR 152.20	Structure Coordinates (latitude and longitude) 41°54'24"N 89°10'47"W	Structure Height (approximate) 10'8"	Structure Length 105'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast in place	☐ Pre-stressed Girder	☒ Metal	☐ Concrete
☐ Flat Slab/Box	☐ Steel I-beam	☒ Concrete	☐ Timber
☐ Truss	☐ Covered	☐ Timber	☐ Stone/Masonry
☐ Parallel Box Beam	☐ Other:	☐ Other	☐ Other
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☐ Metal	☐ Concrete
☐ Pipe/Round		☐ Plastic	☐ Stone/Masonry
☐ Other		☐ Other	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☐ Agricultural	☐ Grassland
☐ Rip-rap	☒ Closed vegetation	☐ Commercial	☐ Ranching
☒ Flowing water	☒ Roadway	☐ Residential urban	☒ Riparian/wetland
☒ Stagnant water	☐ Road/Trail - Type	☒ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☒ Woodland/forested	☐ Other
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ Spaces between concrete and walls and the bridge deck	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☐ Crack between concrete railings on top of the bridge deck Gap Railing	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ Vertical surfaces on concrete I-beams	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ Spaces between walls, ceiling joists	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ All guiderails	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
☒ All expansion joints	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species: N/A
Name: Gabriella Parker		Signature: Gabriella Parker	





348°N (T) • 41°54'23"N, 90°10'47"W ±13ft ▲ 590ft



351°N (T) • 41°54'23"N, 90°10'46"W ±16ft ▲ 587ft



Gabriella Miller

06 Jun 2023, 14:34:19



168°S (T) • 41°54'23"N, 90°10'46"W ±13ft ▲ 589ft



236°SW (T) • 41°54'23"N, 90°10'46"W ±13ft ▲ 591ft



Gabriella Miller

06 Jun 2023, 14:34:41

W NW N
240 270 300 330 0
308°NW (T) • 41°54'23"N, 90°10'46"W ±13ft ▲ 594ft



S SW W
150 180 210 240 270
208°SW (T) • 41°54'24"N, 90°10'46"W ±9ft ▲ 589ft



Gabriella Miller

06 Jun 2023 14:16:48

SW W NW
240 270 300 330
279°W (T) • 41°54'24"N, 90°10'46"W ±19ft ▲ 591ft



SE S SW
150 180 210 240
193°S (T) • 41°54'24"N, 90°10'46"W ±13ft ▲ 588ft



Gabriella Miller

06 Jun 2023 14:16:48

N NE E
0 30 60 90
42°NE (T) 41°54'24"N, 90°10'47"W ±13ft ▲ 590ft



W NW N NE
170 300 330 0 30
339°N (T) 41°54'24"N, 90°10'47"W ±13ft ▲ 591ft



Gabriella Miller

06 Jun 2021, 14:37:42

NE E SE S
60 90 120 150
109°E (T) 41°54'24"N, 90°10'47"W ±13ft ▲ 591ft

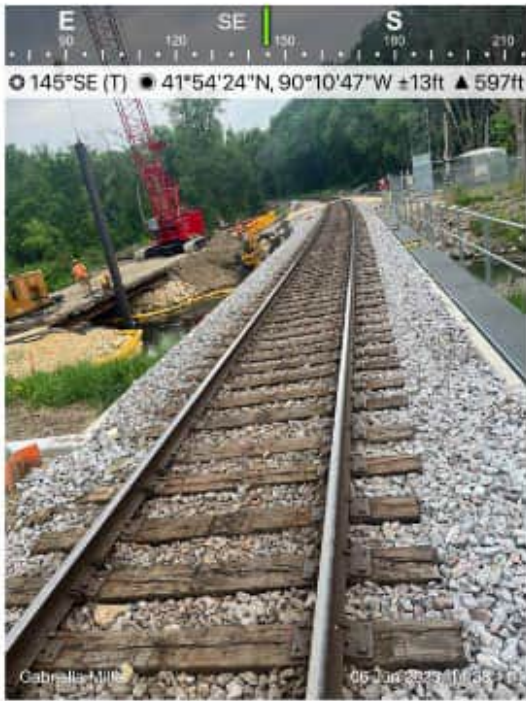


N NE E
0 30 60 90
50°NE (T) 41°54'24"N, 90°10'47"W ±13ft ▲ 593ft



Gabriella Miller

06 Jun 2021, 14:37:55





WASHINGTON SIDING

CPKC Final Environmental Monitoring Report

WASHINGTON SIDING

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Washington Siding project located in Washington County, IA (Ottumwa Subdivision from MP 253.30 to MP 255.80). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board's Final Decision), and this is the final report showing the Washington project's compliance with those measures. Construction on Washington started on February 20th, 2023, and the siding was placed into service on March 14th, 2024. All construction activities which were part of this project were in compliance with the Board's construction-related conditions.

Compliance with Mitigation Measures

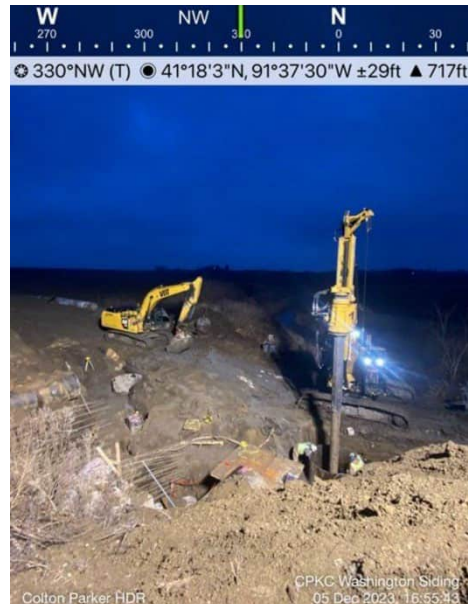
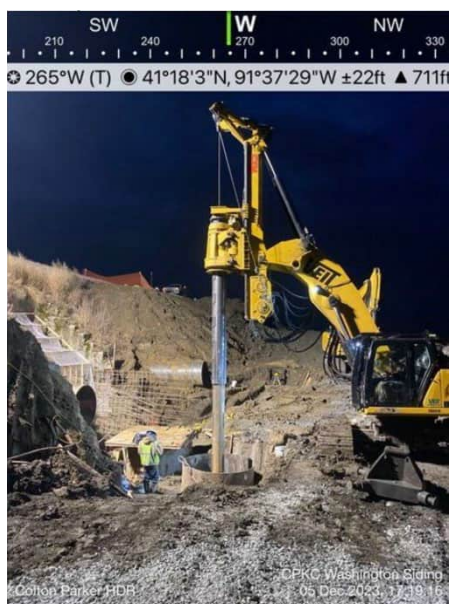
MM-General-03. To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.

ROW boundary/limits were marked by blue survey stakes. All wetlands were marked with yellow and green lath. All work was performed within the ROW limits.



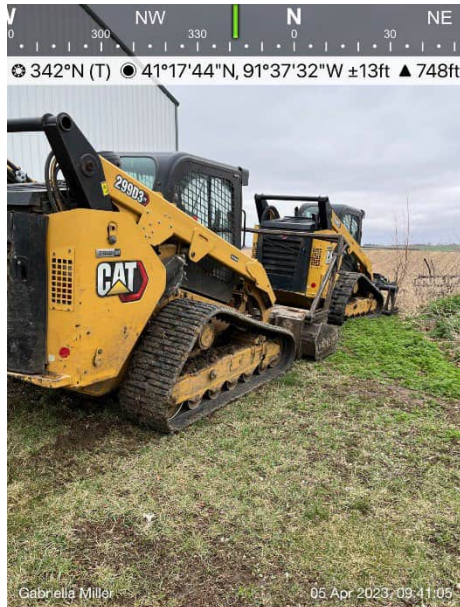
VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.

All noise on project was within acceptable limits of the project permits at all times.



VM-Air-05. The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.

The anti-idling policy was discussed in the morning job briefings with all personnel onsite. Equipment and vehicles on site were not run unless being utilized for operations.



VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.

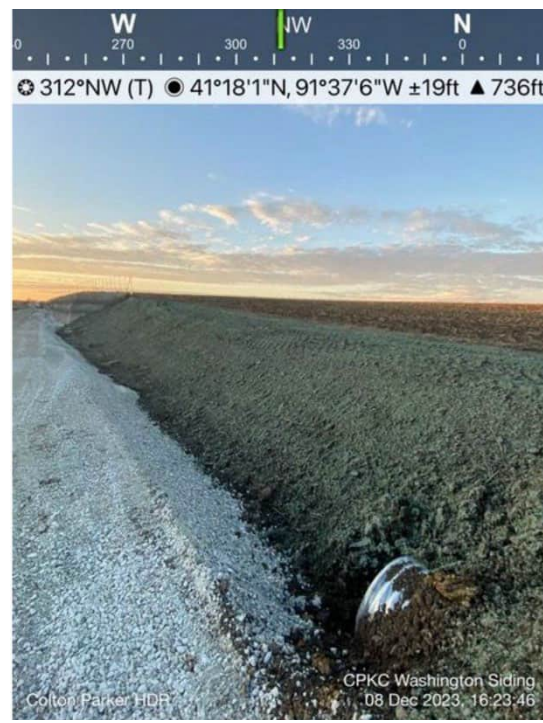
Calcium chloride was applied to the gravel access road next to the Hog Farm to control dust on 5/5/23. Water trucks were also used to suppress dust throughout the duration of the project.





VM-Air-08. Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.

Contractors ensured stabilization with hydro mulch, seed, and erosion matting measures on areas where vegetation clearing took place within the 7-day period. Post construction inspections have ensured re-stabilization measures have taken place along the entire ROW.



VM-Haz. Material Sites-01. The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.

Contractors were briefed on hazardous materials weekly at morning meetings. Environmental monitors and contractors did not observe any hazardous materials or issues relating to hazardous materials within the ROW during the project.

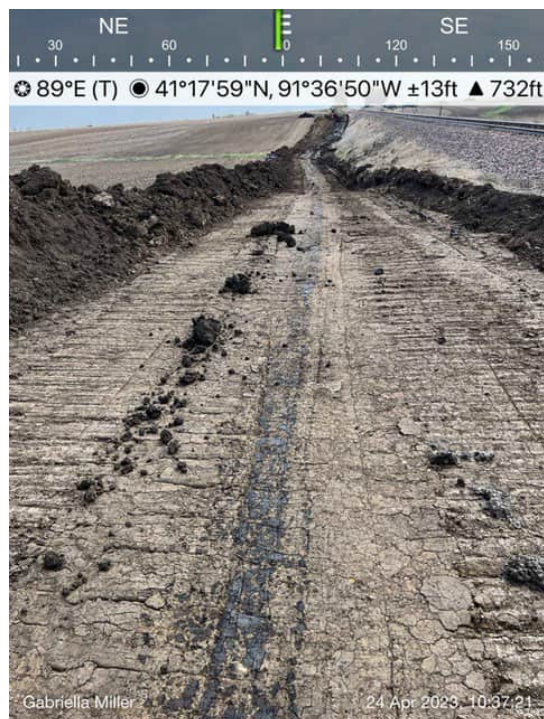
VM-Haz. Material Sites-03. In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.

All contractor equipment was equipped with spill kits. Three reportable spills were observed on 4/24/2023, 6/8/2023 and 7/24/2023. They are described below.

On 4/24/2023 the CAT excavator's hydraulic oil hose was damaged which led to dripping of fluid from roughly 127+00 to 118+00. The leak was noticed at 10:30AM. The contractor ceased operations and cleaned the spill with shovels and a skid steer. They used spill socks, diapers and paper towels. The spill was contained within the ROW. The debris was then contained within a 55-gallon drum and double bagged garbage bags.

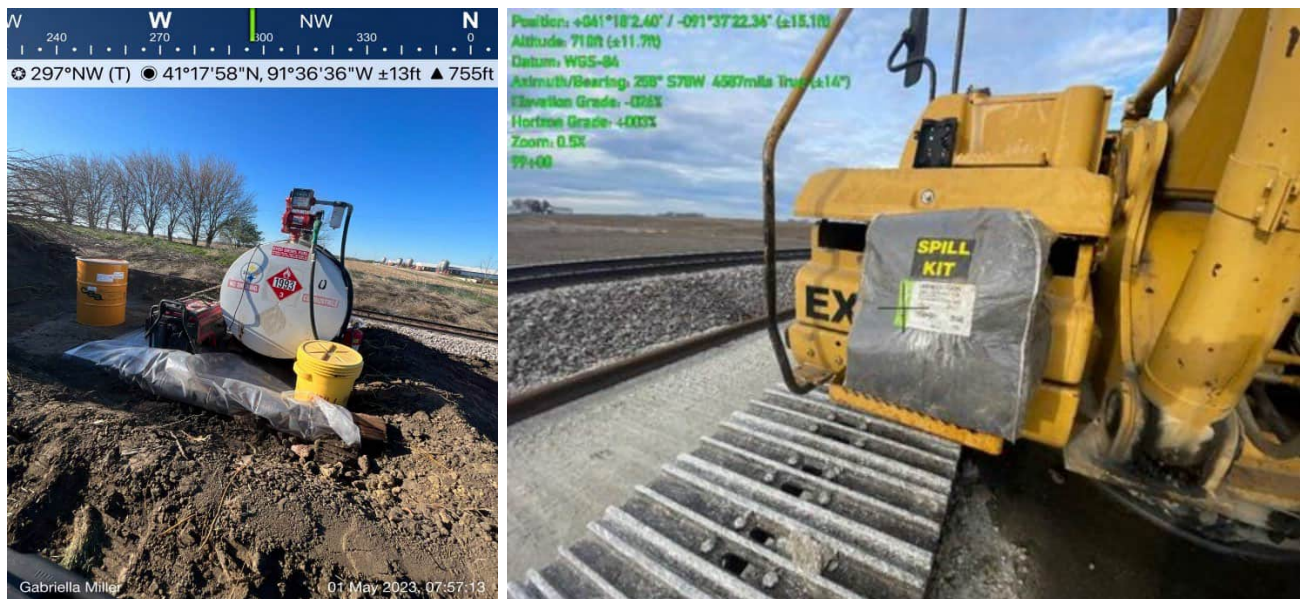
On 6/8/2023 a diesel fuel tank was filled over capacity and a temperature rise caused diesel to spill out. A bucket was used to contain the leak and affected soil was removed and placed in a 5-gallon bucket.

On 7/24/2023 a hydraulic hose broke on a dump truck. Absorbent pads were used to soak up the liquid and shovels were used to remove contaminated soil. Please see Appendix A for spill forms.



VM-Haz. Material Sites-04. During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.

Any extensive maintenance or large quantity fluid change has been performed off site to minimize risk of a spill or impact to surrounding environment. Contractors utilized secondary containment when refueling equipment at the turnaround area on east side of farm crossing at Hog Farm. Each piece of equipment contained spill kit materials in preparation of a spill or leak.



VM-Haz. Material Sites-05. The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.

All waste generated on Washington site was disposed of in accordance with all applicable federal, state, and local regulations.



VM-Biological-02. Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.

All tree clearing at Washington site was completed prior to April 1, 2023 with the exception of a 50 square foot area on 4/25/2023 approved by CP. The area was inspected by the environmental monitor for any signs of birds or nesting. No active bird nests were observed at Washington site during clearing operations or construction.



VM-Biological-03. The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).

All clearing operations were completed outside of the above-listed dates, except for on 4/25/2023 where a 50 square foot area owned by CPKC but outside of the marked ROW was cleared. Action was approved by CPKC prior to clearing. Environmental monitor inspected area for any signs of bats or birds before all clearing took place.



VM-Biological-04. During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.

The clearing and construction boundaries were defined through survey stakes. Plan sets were provided to contractors outlining ROW boundaries. All contractors were made aware of any suitable bat habitats on ROW. No sign of bats was discovered on site for the duration of the project.



VM-Biological-05. If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.

The Environmental monitor completed a minimum of weekly inspections of the bridge and culverts on site. Environmental monitor/qualified biologist, Gabriella Parker, conducted bat inspections on 6/08/2023. Inspections were conducted on all existing culverts. No bats or signs of bats were discovered. Please see Appendix B for the Bat Inspection Reports.

VM-Biological-06. Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.

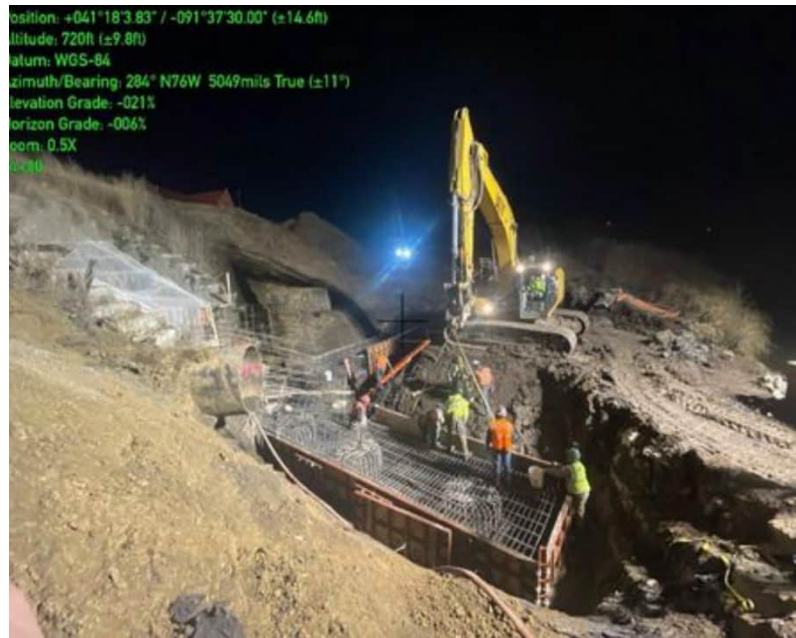
After it was determined that no bats or signs of bats were present in structures or onsite, culverts work and arch tunnel construction was able to commence during the bat roosting season. Continued inspection of bat presence was still conducted during the construction phase.





VM-Biological-07. During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.

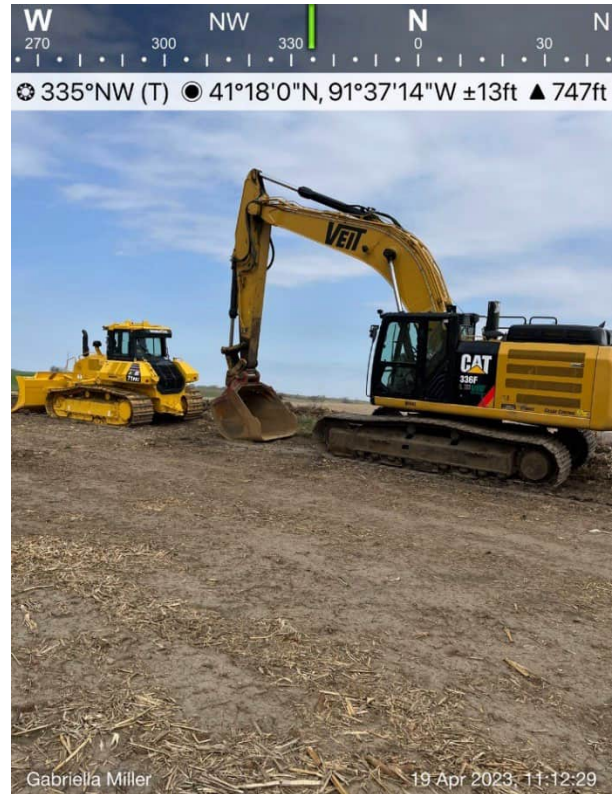
All temporary lighting was directed away from any suitable habitat for the northern long-eared bat and Indiana bat during their active season of April 1 to October 31. Full cut off lens were used and the lighting was faced downward during their few nights of construction outside of the roosting season.



VM-Biological-09. During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the

area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.

The construction boundaries and limits were marked out by survey. Sensitive areas such as wetlands and the creek crossing were marked with green and yellow lath. Equipment was staged on previously disturbed sites on ROW away from sensitive habitat areas.



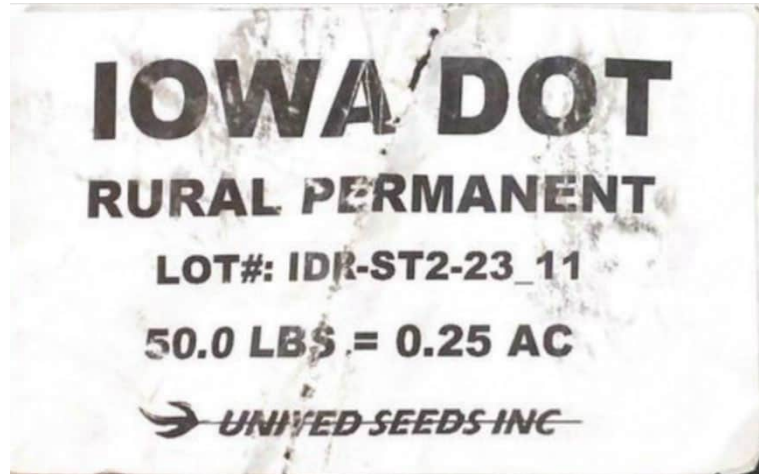
VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.

Ground disturbance took place only in the approved work areas (MP 253.30-255.80) throughout construction operations.



VM-Biological-11. The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.

All seed mixtures used on Washington siding for stabilization/restoration were approved by the Environmental monitors ensuring no noxious weeds were included in the mix. No herbicide sprays were used on the Washington siding project.

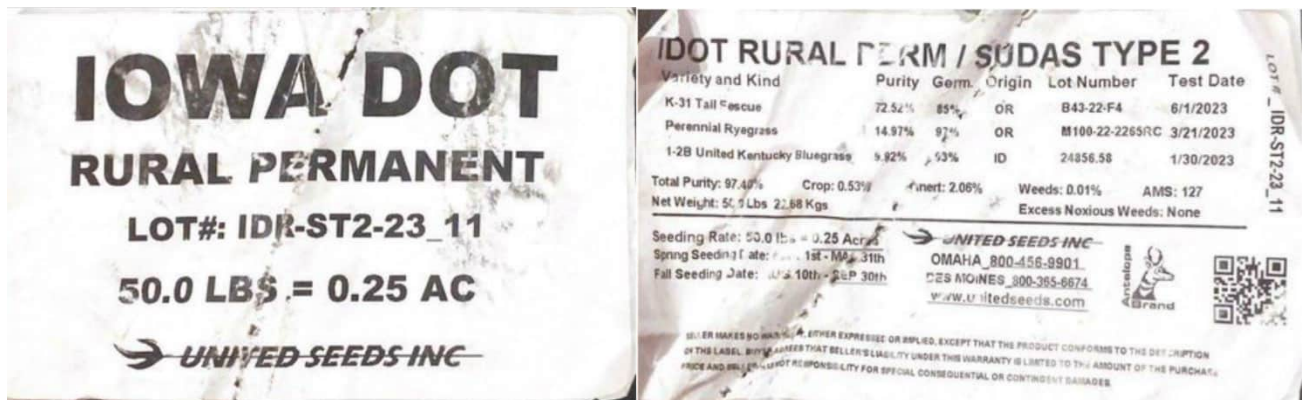


VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.

The Environmental monitor inspected the site each work day for presence of bald and golden eagles. No bald or golden eagles were observed on the Washington site.

MM-Biological-01. For capital improvements related to the Proposed Acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.

Environmental monitors inspected each seed tag prior to use to ensure no invasive weed species were present. The seed mixtures adhered to Iowa DOT requirements specified in the plans.



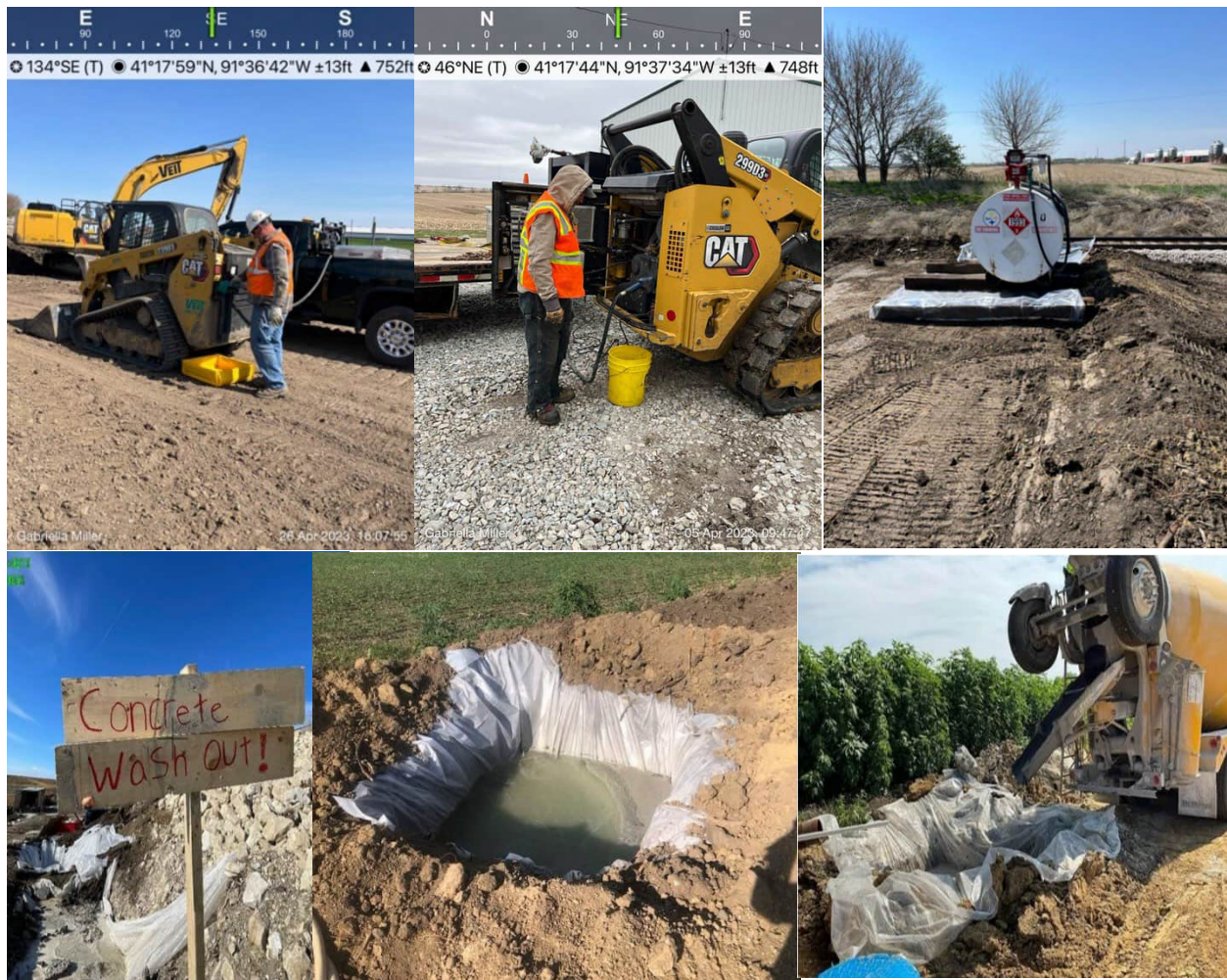
VM-Water-04. As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.

The contractor followed all water quality control measures required in all permits including the Water Quality Certification. A site-specific Stormwater Pollution Prevention Plan SWPPP was provided to all contractors onsite. Following the plan, Environmental monitors and contractors worked together on the installation/maintenance of erosion control devices and best management practices to minimize the potential for erosion and sediment affecting the waterways. Routine SWPPP/rain event inspections will be conducted appropriately until the site reaches 70% uniform vegetation.



VM-Water-05. Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.

The contractor complied with the approved site-specific SWPPP plan. Following the plan, Environmental monitors and contractors worked together on the installation of erosion control devices and best management practices near and around waterways including the creek and culverts to reduce the amount of sediment and pollutants entering surface waters and ground waters. Implemented examples include silt curtains, biologs, secondary containment and designated concrete wash out area.



VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.

A site-specific water quality monitoring plan was implemented by the Environmental monitors on site. Waterways were inspected regularly prior and during construction and at least once weekly since operations have ceased.



VM-Water-10. As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.

Environmental monitors worked together with the contractors on protecting the creek while construction was occurring. A temporary creek crossing was built and removed with minimal impact to the waters. A temporary dam was also built to aid in construction of the foundation at CV6.



VM-Water-11. During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.

Contractors inspected their vehicles and equipment daily before and after each work day. Any piece of equipment not functioning properly was not used until repaired by a mechanic.

VM-Water-13. During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.

The fill material was imported from an approved offsite source.



WASHINGTON SIDING

CPKC Final Environmental Monitoring Report

APPENDIX A

SPILL REPORT FORM				
<i>For each oil spill, complete this form and maintain a copy in Appendix I.</i>				
Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Gabriella R Miller / Environmental Monitor / 724-882-9006				
Substance Spilled: Hydraulic oil	Quantity Spilled (Do Not Speculate): 5 gallons		Location: MP 253.3 Washington Siding, Ottumwa Subdivision	
Date/Time Of Spill: 4/24/2023 / 10:30AM	Time Spill Discovered (If Different):		Date/Time Spill Was Contained: 4/24/2023 / 6:00PM	
Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged: 46 gal	Injuries? Yes ☐ No ☒	PPE Available? ☒ Yes ☐ No	PPE Used? ☒ Yes ☐ No	
Supervisor Notified? ☒ Yes ☐ No				
Cause Of Spill (if known) – Include any equipment damages and approximate cost of damage. Damaged hydraulic hose.				
Description(s) of how each oil discharge was detected: Observed spots on ground following excavator during inspection walk through.				
Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment. Diapers, spill socks and paper towels were used. Veit shoveled the contaminated soil into metal 55 gallon drum. All contaminated materials were stored in 55 gallon drum and garbage bags. All containment methods were effective.				
Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.) Contaminated soil was scraped up with shovel. Sheen on water absorbed with diapers and paper towels. The spill was contained before entering culvert to drainage ditch located down gradient of spill location.				
Effectiveness of monitoring equipment: N/a				
Corrective/Preventative Action(s). List procedures, repairs, or other preventative measure that will minimize the potential for this type of spill to happen again. Veit is repairing all hoses on machine and repairing drain tile to minimize water seepage.				

Complete and deliver this report immediately to the facility Superintendent.

SPILL REPORT FORM (Continued)

(COMPLETE ONLY IF REQUIRED)

REFER TO TABLE 5.2 IN SECTION 5.0 OF THIS PLAN, WHICH DESCRIBES THE VARIOUS SCENARIOS THAT REQUIRE EXTERNAL REPORTING OF RELEASES. REFER TO THE TABLE BEFORE COMPLETING THE REMAINDER OF THIS FORM.

Notifier's Name: _____

NRC/Case No. _____ 800-424-8802	☐ Yes ☐ No	Date: _____	Time: _____	Name: _____
MDNR 573-634-2436	☐ Yes ☐ No	Date: _____	Time: _____	Name: _____
Polk County LEPC 515-286-2107	☐ Yes ☐ No	Date: _____	Time: _____	Name: _____
U.S. EPA Region 7 (913) 281-0991	☐ Yes ☐ No	Date: _____	Time: _____	Name: _____
Other Agency	☐ Yes ☐ No	Date: _____	Time: _____	Name: _____

No. of employees in facility: _____ No. evacuated: _____

Material Name: _____ CAS No: _____ RQ: _____

General Public notified? ☐ Yes ☐ No How: _____

C. Enforcement Action(s): _____

D. Reporting Official:

Name of Reporting Official: _____ Organization: _____

Signature: _____ Date: _____

Agency Notification Standard Report

Information contained in this report, and any supporting documentation, must be submitted to the U.S. EPA Region 7 RA and the MDNR within 60 days of the qualifying discharge incident.

Facility:	Washington Siding Construction Intersection of Palm Ave. & RR Tracks Washington, IA (East Side)
Owner/operator:	Canadian Pacific Kansas City 7550 Ogden Dale Road S.E. Calgary, AB T2C 4X9, Canada
Name of Person Filing Report:	Gabiella Miller
Location of Discharge:	MP 253.3 Washington Siding, Ottumwa Subdivision
Maximum storage capacity:	400 gallons
Normal Daily Throughput:	100 gallons
Nature of qualifying incident(s): ☐ Discharge to navigable waters or adjoining shorelines exceeding 1,000 gallons ☐ Second discharge exceeding 42 gallons within a 12-month period.	
Description of facility (<u>attach maps, flow diagrams, and topographical maps</u>): Agricultural and Undeveloped Land	

Agency Notification Standard Report (cont'd)

Cause of the discharge(s), including a failure analysis of the system and subsystems in which the failure occurred:

Damaged hose under the excavator

Corrective actions and countermeasures taken, including a description of equipment repairs and replacements:

Hoses are getting repaired tomorrow morning 04/25/23 by mechanic.

Additional preventive measures taken or contemplated to minimize possibility of recurrence:

Replacing all hydraulic hoses on excavator.

Other pertinent information:

N/A

NE 30 60 90 120 150
89°E (T) 41°17'59"N, 91°36'50"W ±13ft ▲ 732ft



Gabriella Miller

24 Apr 2023, 10:37:21

SW 210 240 270 300 330
266°W (T) 41°17'59"N, 91°36'44"W ±9ft ▲ 710ft



Gabriella Miller

24 Apr 2023, 11:58:12

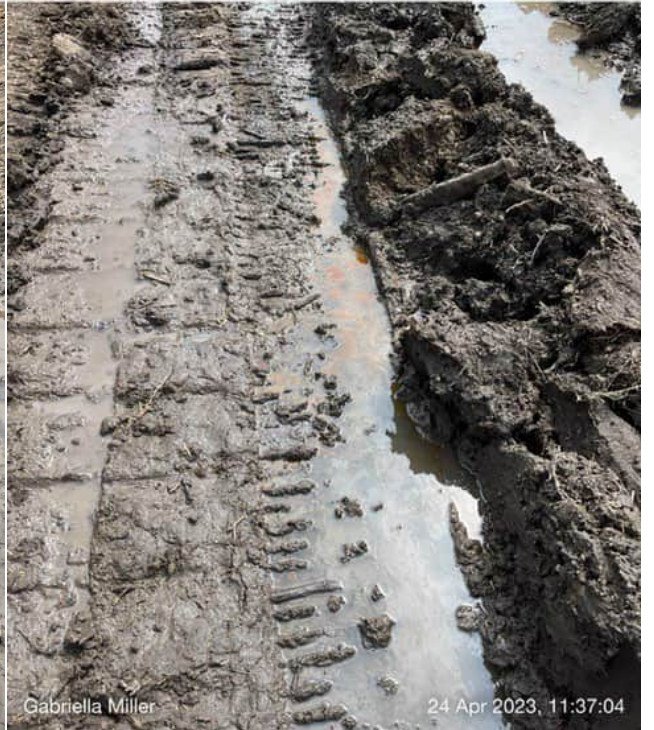
SW 10 240 270 300 330
280°W (T) 41°17'59"N, 91°36'42"W ±9ft ▲ 735ft



Gabriella Miller

24 Apr 2023, 17:56:33

NE 60 90 120 150
105°E (T) 41°17'59"N, 91°36'46"W ±29ft ▲ 691ft



Gabriella Miller

24 Apr 2023, 11:37:04

SPILL REPORT FORM				
For each oil spill, complete this form and maintain a copy in Appendix L.				
Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Anthony L. Winkler Environmental Monitor (318)578-1530				
Substance Spilled: Diesel	Quantity Spilled (Do Not Speculate): 16 ounces		Location: MP 255.78 (Washington, IA)	
Date/Time Of Spill: 6/8/2023 1300	Time Spill Discovered (If Different): 1320		Date/Time Spill Was Contained: 6/8/2023 1320	
Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged: 40 gallons	Injuries? Yes No	PPE Available? Yes No	PPE Used? Yes No	
Supervisor Notified? Yes No				
Cause Of Spill (if known) – Include any equipment damages and approximate cost of damage. The diesel fuel tank was filled up and when the ambient temperature started to rise, expansion of the diesel caused a small amount of diesel to be forced out of fill port.. No equipment damage.				
Description(s) of how each oil discharge was detected: Visual observation				
Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment. A bucket was put under the drip and absorbent pads were used to wipe diesel off of the top of the tank. Below the drip a small area of soil was impacted. The impacted soil was removed and placed in a 5 Gallon				
Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.) Soil- 5 gallon bucket 1/2 full				
Effectiveness of monitoring equipment: N/A				
Corrective/Preventative Action(s). List procedures, repairs, or other preventative measure that will minimize the potential for this type of spill to happen again. Tank will not be filled as full when refueling				

Complete and deliver this report immediately to the facility Superintendent.



SPILL REPORT FORM

For each oil spill, complete this form and maintain a copy in Appendix I.

Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill:

Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Anthony L. Winkler Environmental Monitor 318-578-1530		Location: MP 255.6
Substance Spilled: Used motor oil	Quantity Spilled (Do Not Speculate): 15 gallons	Date/Time Spill Was Contained: 1100 hrs
Date/Time Of Spill: 7/24/2023 1100 hrs	Time Spill Discovered (If Different): 1100 hrs	
Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged: 40 gallons	Injuries? Yes No No	PPE Available? Yes No PPE Used? Yes No

Supervisor Notified?

Yes
No

Cause Of Spill (if known) – Include any equipment damages and approximate cost of damage.

hydraulic hose busted on dump truck

Description(s) of how each oil discharge was detected:

Detected by equipment operator

Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment.

Absorbent pads were used to pick up free liquids. Impacted soil was shoveled into two drums

Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.)

Soil was impacted by release. An area approximately 15' x 4' was impacted

Effectiveness of monitoring equipment:

N/A

Corrective/Preventative Action(s). List procedures, repairs, or other preventative measure that will minimize the potential for this type of spill to happen again.

The dump truck was immediately ordered to leave the site and will not be allowed back on site.

Complete and deliver this report immediately to the facility Superintendent.





WASHINGTON SIDING

CPKC Final Environmental Monitoring Report

APPENDIX B



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-08-23 10:01 AM	CPKC Project Name	Washington	Bridge Milepost	255.78	County	Washington
Structure Name (if exists)	Ex Culvert 1 CV1	Structure Coordinates (latitude and longitude)	41°18'10"N 91°39'28"W	Structure Height (approximate)	54"	Structure Length	40'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material			
☐ Cast-in-place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam				☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other:			
				Beam Material		End/Back Wall Material	
				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
						Creosote Evidence	
						☐ Yes ☐ Unknown ☒ No	
Culvert Type				Culvert Material		Notes:	
☐ Box ☐ Pipe/Round ☐ Other:				☐ Metal ☒ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
Other Structure							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground ☒ Rip-rap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☒ Open vegetation ☐ Closed vegetation ☒ Railroad ☐ Road/trail - Type: ☐ Other:			
				☒ Agricultural ☐ Commercial ☐ Residential-urban ☒ Residential-rural ☐ Woodland/forested			
				☐ Grassland ☐ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
Name: Gabriella Parker				Signature:			

SE S SW
120 150 180 210
161°S (T) 41°18'10"N, 91°39'28"W ±13ft ▲ 723ft



NW N NE
330 0 30 60
12°N (T) 41°18'10"N, 91°39'28"W ±9ft ▲ 730ft



Gabriella Miller

08 Jun 2023, 10:02:34

W N NE E
330 0 30 60 90
26°NE (T) 41°18'10"N, 91°39'29"W ±9ft ▲ 740ft



Gabriella Miller

08 Jun 2023, 10:02:25



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 06-08-23 10:08 AM	CPKC Project Name: Washington	Bridge Milepost: 255.50	County: Washington
Structure Name (if exists): Ex Culvert CV2	Structure Coordinates (latitude and longitude): 41°18'10"N 91°30'10"W	Structure Height 30" (approximate)	Structure 38' Length
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Rc	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
Culvert Type	Other Structure	☐ Other	☐ Other
☐ Box		Culvert Material	Creosote Evidence
☐ Pipe/round		☒ Metal	☐ Yes ☒ No
☐ Other:		☐ Concrete	☐ Unknown
		☐ Plastic	Notes:
		☐ Stone/Masonry	
		☐ Other	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground	☒ Open vegetation	☒ Agriculture	☐ Grassland
☐ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential urban	☒ Riparian/wetland
☒ Shallow water	☐ Streambed - Type	☐ Residential rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☐ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☐ All crevices and cracks, bridges/culverts: rough surfaces or imperfections in concrete	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species N/A
☒ Other structures: soffits, rafters, attic areas		☐ Guano ☐ Photos	
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species N/A
☐ Spaces between concrete and walls and the bridge deck		☐ Guano ☐ Photos	
☐ Crack between concrete railings on top of the bridge deck	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species N/A
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Guano ☐ Photos	
☐ Spaces between walls, ceiling joists	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Guano ☐ Photos	
☐ All gutters	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species N/A
☐ All expansion joints	☐ Not present	☐ Guano ☐ Photos	
Name: Gabriella Parker		Signature: Gabriella Parker	

E 90 SE 120 150 180 S 210 SW
159°S (T) 41°18'10"N, 91°39'10"W ±19ft ▲ 738ft



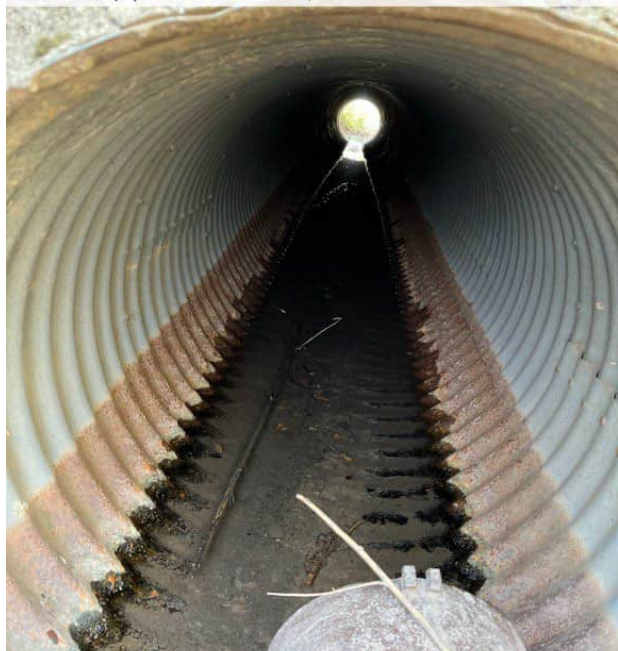
NW 300 330 N 0 NE 60
350°N (T) 41°18'10"N, 91°39'9"W ±9ft ▲ 706ft



Gabriella Miller

08 Jun 2023, 10:10:38

SE 120 150 180 S 210 SW
165°S (T) 41°18'10"N, 91°39'10"W ±13ft ▲ 738ft



NW 300 330 N 0 NE 60
3°N (T) 41°18'10"N, 91°39'9"W ±13ft ▲ 713ft



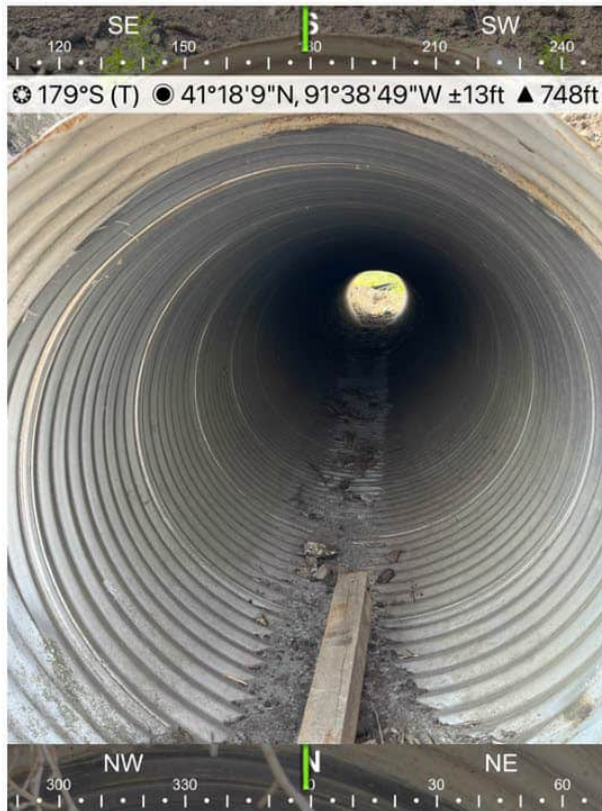
Gabriella Miller

08 Jun 2023, 10:10:48



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-08-23 10:18 AM	CPKC Project Name Washington	Bridge Milepost 255.22	County Washington
Structure Name (if exists) Ex Culvert CV3	Structure Coordinates (latitude and longitude) 41°18'9"N 91°38'40"W	Structure Height (approximate) 48"	Structure Length 42'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Bridge	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other	☐ Open grid	☐ Timber
		☐ Other	☐ Other
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☒ Metal	☐ Concrete
☒ Pipe/Round		☐ Plastic	☐ Stone/Masonry
☐ Other		☐ Other	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☒ Agricultural	☐ Grassland
☒ Shrub	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential-urban	☐ Riparian/wetland
☐ Standing water	☐ Road/Trail - Type	☐ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other	☐ Wetland/forest	☐ Other
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks; ☒ Bridges/culverts: rough surfaces or imperfections in concrete; ☒ Other structures: soffits, rafters, attic areas	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Crack between concrete railings on top of the bridge deck	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Spaces between walls, ceiling joints	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ Weep holes, scupper drains, and interstices	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ All guardrails	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
☐ All expansion joints	☒ Not present	☒ Visual - live 0 dead 0	☐ Audible ☐ Guano ☐ Staining ☐ Photos Species: N/A
Name: Gabriella Parker		Signature: <i>Gabriella Parker</i>	



Gabriella Miller

08 Jun 2023, 10:19:25

Gabriella Miller

08 Jun 2023, 10:19:34



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-08-23 10:51 AM	CPKC Project Name	Washington	Bridge Milepost	254.66	County	Washington
Structure Name (if exists)	Ex Culvert CV4	Structure Coordinates (latitude and longitude)	41°18'6"N 01°38'13"W	Structure Height (approximate)	24"	Structure Length	35'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material			
☐ Cast-in-place				☐ Metal			
☐ Flat Slab/Box				☐ Concrete			
☐ Truss				☐ Timber			
☐ Parallel Box Beam				☐ Open grid			
☐ Pre-stressed Girder				☐ Other:			
☐ Steel I-beam				☐ None			
☐ Covered				☐ Concrete			
☐ Other:				☐ Steel			
				☐ Timber			
				☐ Other:			
Culvert Type				End/Back Wall Material			
☐ Box				☐ Concrete			
☒ Pipe/Round				☐ Timber			
☐ Other:				☐ Stone/Masonry			
Other Structure				☐ Other:			
				Creosote Evidence			
				☐ Yes ☒ No			
				Notes:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground				☒ Agricultural			
☒ Rip-rap				☐ Commercial			
☐ Flowing water				☐ Residential-urban			
☐ Standing water				☐ Residential-rural			
☐ Seasonal water				☐ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☐ Ranching			
☒ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
				☐ Photos			
				☐ Species			
				☐ N/A			
Name: Gabriella Parker				Signature:			

SE S SW
120 150 180 210 240
182°S (T) 41°18'6"N, 91°38'13"W ±52ft ▲ 748ft



NW N NE
300 330 0 30 60
355°N (T) 41°18'6"N, 91°38'12"W ±13ft ▲ 749ft



Gabriella Miller

08 Jun 2023, 10:51:48

SE S SW
120 150 180 210 240
187°S (T) 41°18'6"N, 91°38'12"W ±9ft ▲ 743ft



S SW W
180 210 240 270 300
236°SW (T) 41°18'6"N, 91°38'12"W ±13ft ▲ 751ft



Gabriella Miller

08 Jun 2023, 10:51:54



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 06-08-23 11:02 AM		CPKC Project Name: Washington		Bridge: 254.40		County: Washington	
Structure Name: Ex Culvert CV5 (if exists)		Structure Coordinates: 41°18'4"N (latitude and longitude) 03°37'53"W		Structure Height: 30' (approximate)		Structure Length: 24'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material			
☐ Cast-in-place ☐ Flat Slab Box ☐ Truss ☐ Parallel Box Beam				☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other:			
Culvert Type				Beam Material			
☐ Box ☒ Pipe/round ☐ Other:				☐ Concrete ☐ Steel ☐ Timber ☐ Other:			
Other Structure				End/Back Wall Material			
				☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:			
				Culvert Material			
				☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
				Creosote Evidence			
				☐ Yes ☐ Unknown ☐ No			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground ☒ Riprap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☒ Open vegetation ☒ Closed vegetation ☒ Railroad ☐ Road/Trail - Type: ☐ Other:			
				☒ Agricultural ☐ Commercial ☐ Residential - urban ☐ Residential - rural ☐ Wooded/forested			
				☐ Grassland ☐ Ranching ☐ Rangeland/wildland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present. If known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
All devices and cracks:		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Bridges/culverts: rough surfaces or imperfections in concrete		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Concrete soffits (open roosting on concrete)		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Spaces between concrete and walls and the bridge deck		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Crack between concrete railings on top of the bridge deck		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Vertical surfaces on concrete I-beams		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Spaces between walls, ceiling joists		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Weep holes, scupper drains, and inlets/pipes		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
All gutters		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
All expansion joints		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Other ☐ Photos Species: N/A			
Name: Gabriella Parker				Signature:			



☉ 231°SW (T) ● 41°18'4"N, 91°37'53"W ±19ft ▲ 741ft



☉ 324°NW (T) ● 41°18'4"N, 91°37'53"W ±13ft ▲ 738ft



Gabriella Miller

08 Jun 2023, 11:03:24



☉ 190°S (T) ● 41°18'4"N, 91°37'53"W ±13ft ▲ 728ft



☉ 0°N (T) ● 41°18'4"N, 91°37'53"W ±13ft ▲ 737ft



Gabriella Miller

08 Jun 2023, 11:03:38



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-08-23 11:11 AM	CPKC Project Name Washington	Bridge Mapset 254.07	County Washington
Structure Name (if exists) Ex Culvert CV6	Structure Coordinates (latitude and longitude) 41°18'2"N 81°27'20"W	Structure Height (approximate) 12'	Structure Length 65'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style ☐ Cast-in-place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam ☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other: _____		Deck Material ☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other: _____ Beam Material ☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other: _____ End/Back Wall Material ☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other: _____ Creosote Evidence ☐ Yes ☒ No ☐ Unknown Notes: _____	
Culvert Type ☐ Box ☐ Pipe/round ☐ Other: _____ Other Structure ☐ Irregular stone arch		Culvert Material ☐ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other: _____	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground ☒ Open vegetation ☒ Rip rap ☐ Closed vegetation ☒ Flowing water ☒ Railroad ☐ Standing water ☐ Road/trail - Type: _____ ☐ Seasonal water ☐ Other: _____		☒ Agriculture ☐ Grassland ☐ Commercial ☐ Ranching ☐ Residential-urban ☒ Riparian/wetland ☐ Residential-rural ☐ Mixed use ☐ Wetland/forested ☐ Other: _____	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☐ All crevices and cracks. ☒ Bridges/culverts: rough surfaces or imperfections in concrete ☐ Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ All guidrails	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staking ☐ Audible ☐ Odor ☐ Photos	Species N/A
Name: Gabriella Parker		Signature:	

SE S SW
120 150 180 210

☉ 164°S (T) ☉ 41°18'3"N, 91°37'30"W ±13ft ▲ 705ft



W NW N
270 300 330 360

☉ 322°NW (T) ☉ 41°18'2"N, 91°37'30"W ±9ft ▲ 693ft



Gabriella Miller

08 Jun 2023, 11:15:02

W NW N
270 300 330 360

☉ 334°NW (T) ☉ 41°18'2"N, 91°37'30"W ±9ft ▲ 691ft



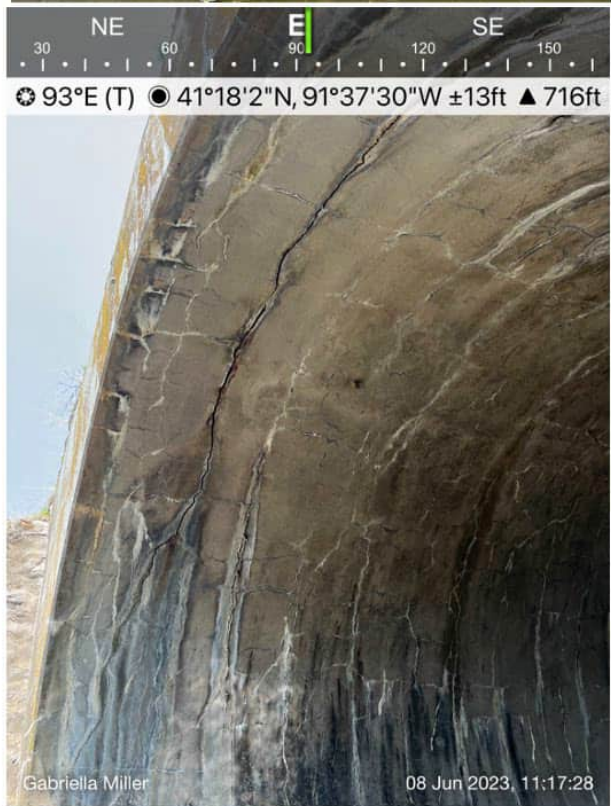
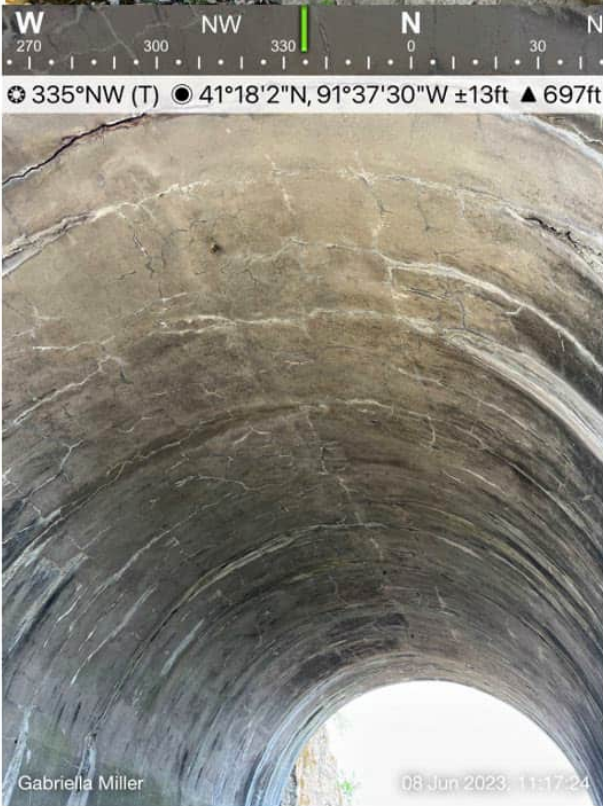
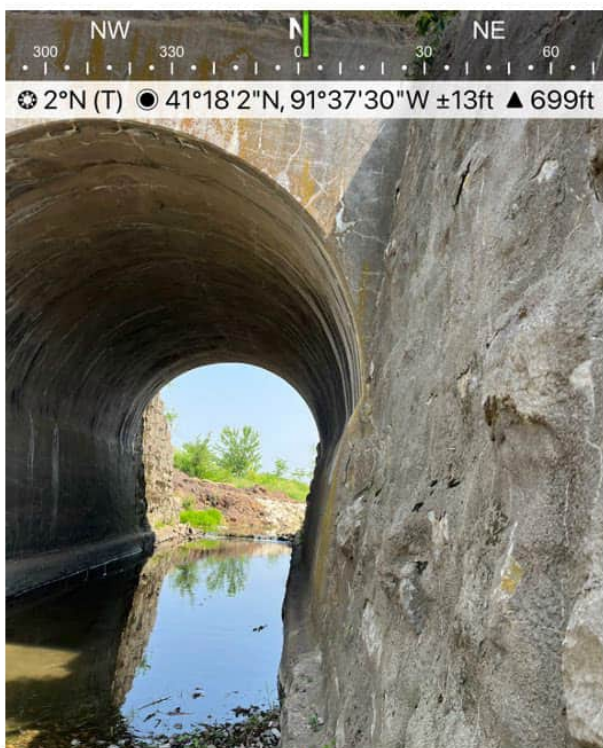
SW W NW
270 300 330 360

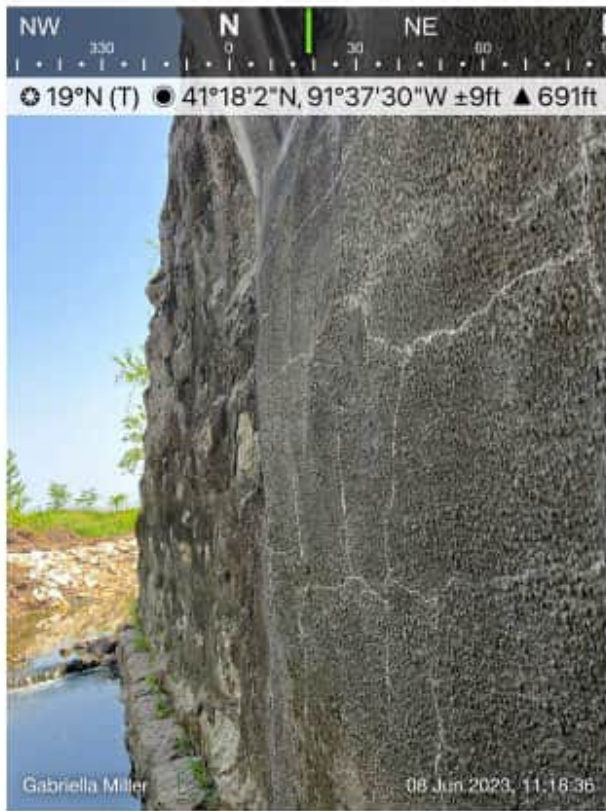
☉ 282°W (T) ☉ 41°18'2"N, 91°37'30"W ±9ft ▲ 694ft



Gabriella Miller

08 Jun 2023, 11:15:07

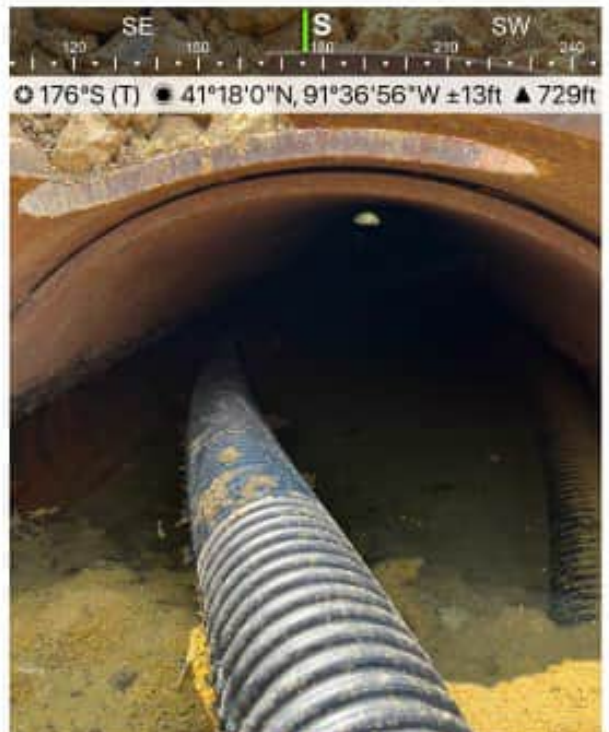






CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-08-23 11:31 AM	CPKC Project Name Washington	Bridge Milepost 253.59	County Washington
Structure Name (if exists) Ex Culvert CV7	Structure Coordinates (latitude and longitude) 41°18'0"N 91°36'56"W	Structure Height (approximate) 36"	Structure Length 48'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Box	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
		☐ Other:	☐ Other:
Culvert Type		Culvert Material	End/Back Wall Material
☐ Box	☐ Other Structure	☒ Metal	☐ Concrete
☐ Pipe/Round		☐ Concrete	☐ Timber
☐ Other:		☐ Plastic	☐ Stone/Masonry
		☐ Stone/Masonry	☐ Other:
		☐ Other:	Creosote Evidence
			☐ Yes ☒ No
			☐ Unknown
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☒ Agricultural	☐ Grassland
☐ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential-urban	☐ Riparian/wetland
☒ Standing water	☐ Road/trail - Type:	☐ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☐ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck Gap Railing	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature: <i>Gabriella Parker</i>	

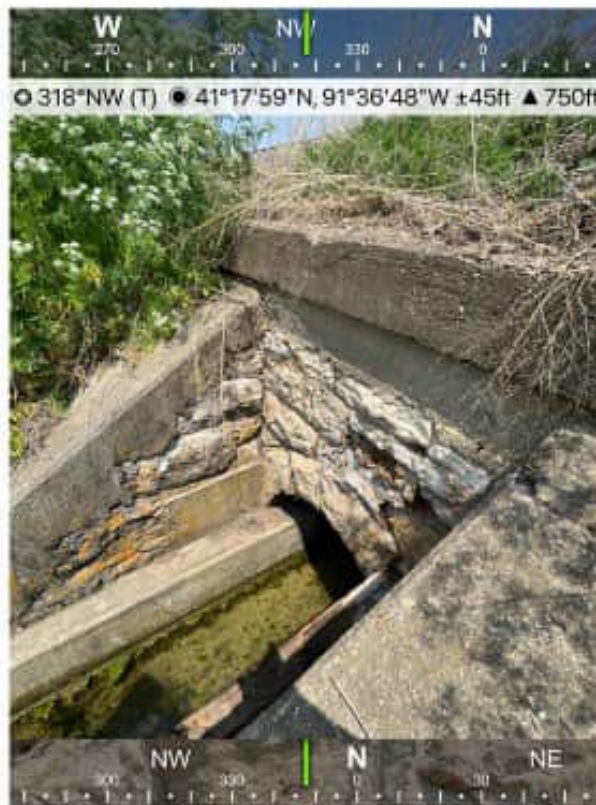
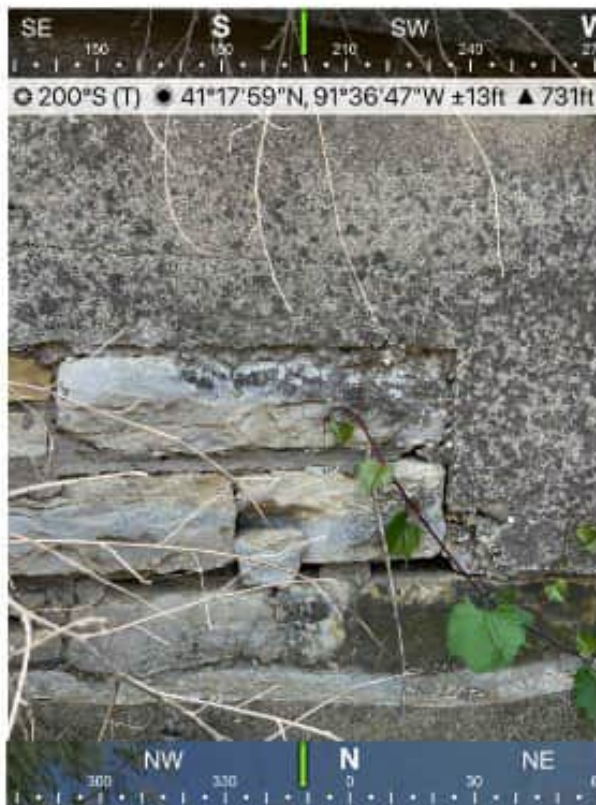




CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 06-08-23 11:45 AM		CPKC Project Name: Washington		Bridge Milepost: 253.43		County: Washington	
Structure Name (if exists): Ex Culvert CV8		Structure Coordinates (latitude and longitude): 41°17'59"N 91°36'47"W		Structure Height: 30" (approximate)		Structure Length: 38'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material / Beam Material / End/Back Wall Material			
☐ Cast-in place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other: _____ ☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other: _____			
☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other: _____				☐ Concrete ☐ Stone/Masonry ☐ Other: _____ ☐ Creosote Evidence: ☐ Yes ☒ No ☐ Unknown			
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other: _____ ☐ Irregular stone arch				☒ Metal ☐ Concrete ☐ Plastic ☒ Stone/Masonry ☐ Other: _____			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail Type: _____ ☐ Other: _____				☒ Agricultural ☐ Commercial ☐ Residential-urban ☐ Residential-rural ☐ Woodland/forest ☐ Grassland ☐ Ranching ☒ Riparian/wetland ☐ Mixed use ☐ Other: _____			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks ☒ Bridges/culverts: rough surfaces or imperfections in concrete ☐ Other structures: soffits, rafters, attic areas		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☒ Concrete surfaces (open roosting on concrete)		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ Spaces between concrete and walls and the bridge deck		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ Crack between concrete railings on top of the bridge deck 		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ Vertical surfaces on concrete I-beams		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ Spaces between walls, ceiling joists		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ All guidrails		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
☐ All expansion joints		☐ Not present ☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining		☐ Audible ☐ Odor ☐ Photos ☒ Species: N/A			
Name: Gabriella Parker				Signature:			

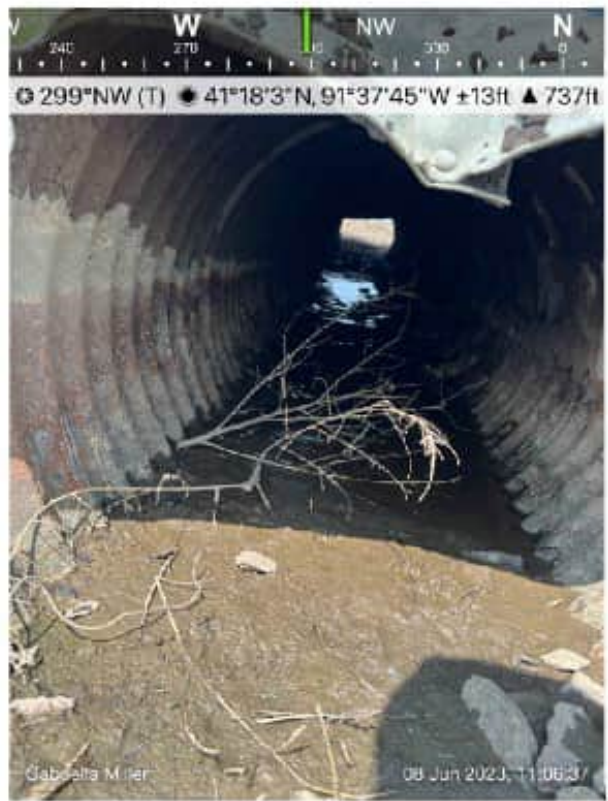






CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-08-23 11:06 AM	CPKC Project Name Washington	Bridge Milepost 254.29	County Washington
Structure Name (if exists) Ex Culvert CV9	Structure Coordinates (latitude and longitude) 41°18'3"N 91°37'45"W	Structure Height (approximate) 30'	Structure Length 22'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Box	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Timber
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
		☐ Other:	☐ Other:
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☒ Metal	☐ Yes ☐ No ☐ Other
☐ Pipe/Round		☐ Concrete	☐ Unknown
☐ Other		☐ Plastic	☐ Notes:
		☐ Stone/Masonry	
		☐ Other	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☒ Agricultural	☐ Grassland
☒ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Rangeland
☐ Flowing water	☐ Railroad	☐ Residential-urban	☐ Riparian/wetland
☐ Standing water	☐ Road/trail - Type:	☐ Residential-rural	☐ Mixed use
☐ Seasonal water	☐ Other:	☐ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
☒ Bridges/culverts: rough surfaces or imperfections in concrete		☐ Guano	☐ Odor
☒ Other structures: soffits, rafters, attic areas		☐ Staining	☐ Photos
			N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Crack between concrete railings on top of the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All guidrails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
Name: Gabriella Parker		Signature: <i>Gabriella Parker</i>	





SPIRO SIDING EXTENSION

CPKC Final Environmental Monitoring Report



SPIRO SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the **Spiro Siding Extension project** (commonly referred to as “Spiro”) located in Le Flore County, OK (Heavener Subdivision from MP 312.8 to MP 313.6). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The extended siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board’ Final Decision), and this is the final report showing Spiro’s compliance with those measures.

Construction on Spiro started on August 17, 2023, and the extension was placed into service on March 29, 2024. All construction activities which were part of this project were in compliance with the Board’s construction-related Conditions.

Compliance with Mitigation Measures

MM-General-03. *To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.*

The Right of Way (ROW) limits are marked by wooden stakes, fences and general survey flagging. The temporary erosion control silt fence was maintained through the completion of the project to contain all sediment and construction debris within the limits of the project site.



VM-Noise-02. *While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time. All equipment and noise on the project site did not start until 0730 and ended before 1700, all noise on the project today was within acceptable limits.*

The Environmental Monitor (EM) held weekly briefings with crew members regarding equipment noise throughout the duration of the Spiro capital improvement project. All work was performed between the hours of 0700 and 2100 through the completion of the construction activities. The noise was kept within acceptable limits of the project permits at all times.

VM-Air-05. *The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both the idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.*

The anti-idling policy was discussed daily during the safety briefing completed at the project site. Contractors Barcus and Robinson agreed not to leave any equipment idling while not in use. These briefings occurred during Safety/JSA meetings each day, and all new subcontractors were also briefed as they joined the project and began their work. The anti-idling procedure was adhered to throughout the duration of the Spiro capital improvement project.

The photos below provide examples of some of the equipment that had to follow this policy during the project's duration. An equipment list used each day during the construction sequence was included within the daily environmental monitoring report prepared by the staff of Headwaters.



VM-Air-06. *To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.*

Dust suppression controls were put in place at various points throughout the project when it was determined that the work would potentially create significant dusting. The primary method of dust suppression was the use of rock that has been brought into place over removed vegetation (exposed soils) at construction entrance(s) in addition to wooden mats that were placed at low spots along the ROW. Review of each construction entrance occurred as part of the daily environmental monitoring by the environmental inspectors on the project. Additional top dressing or improvements to the construction entrances were completed as recommended to maintain the site and prevent the transport of sediment off site. See below photos of these controls on site.



VM-Air-08. *Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.*

As part of the project completion, contractors were able to ensure that all site stabilization measures needed throughout the project were considered and completed within the 14-day window in accordance with the general permits completed for the project. The environmental inspectors supported the contractors with the use of temporary grassing as part of the construction sequence. As construction completed, permanent grassing was utilized to include the reutilization of topsoil and the hydroseeding and/or mulching covering final graded areas along the project ROW. At the end of the project, the EM returned to the site to ensure that revegetation had been maintained and was successful in its attempt to restore the ROW post-construction.

The photos below show some of the areas where revegetation measures were implemented along the construction site.



VM-Haz. Material Sites-01. *The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.*

No hazardous materials were discovered within the project limits throughout the duration of the Spiro capital improvement project. All parties on site were frequently briefed on the importance of strict adherence to the measures outlined in the Health & Safety and Materials Management Plans if hazardous materials were identified.

Josh Creg from Rail Pros discussed Rules of the Week and Day as they may relate to the daily activities on the project site. Recommendations were presented to the team daily as needed to maintain all aspects of the project site. An important part of the daily briefings were to remind all personnel on the project site to observe passing trains for problems and make them aware. During the briefings, it was discussed to use spotters, especially in cases of blind spots. In addition, discussions included inspecting First Aid Kits and Fire Extinguishers in vehicles and equipment.

VM-Haz. Material Sites-03. *In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.*

During our safety briefings we discussed reporting any spills immediately and containing them with one of the available spill kits on site. No spills occurred during the construction period that met the threshold for a reportable spill. This was a key component of the daily environmental monitoring completed by the Headwaters environmental inspectors.



VM-Haz. Material Sites-04. During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state.

During the regular morning safety briefings, it was discussed to place all liquids inside of a truck and not on the ground. All contractors present agreed to have all the above materials in the back of one truck on site. Nothing will be stored on the ground in accordance with the site management plan.

VM-Haz. Material Sites-05. The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.

During the daily safety briefings, we discussed removing all waste generated from the project site. No waste was observed on the project site during the duration of the project. Each contractor kept up with their equipment, waste, and materials as part of their daily routine.

VM-Biological-02. Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicant will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.

Tree clearing at Spiro was completed before March 31, 2023. The individual occurrences of eagles, nest, or roosting trees were observed on or near the project site during the extent of the project construction activities. As part of the initial site clearing, no additional trees were cleared than were necessary for the planned construction activities. The photos below show the ROW after the completion of tree clearing but before construction had begun.



VM-Biological-03. *The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).*

Similarly, to bird nesting concerns, all tree clearing activities occurred prior to active bat species season, and no active bats were observed within the project limits during tree clearing and construction activities. Tree trimming operations were conducted outside of the above dates. Adverse impacts to individual species or habitat is not anticipated. The EM completed a bridge/structure bat assessment (survey) prior to construction activities associated with culverts, bridges, potential roosting areas with negative results. Please see Appendix A for the Bat Inspection report.

VM-Biological-04. *During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.*

After tree clearing was completed and prior to the commencement of construction activities, the limits of the project were clearly marked out to keep the contractor within the limits of the project with wooden stakes, fence and general survey flagging. In addition, temporary erosion controls were installed along the perimeter of the project limits as applicable within the storm water pollution prevention plan.



VM-Biological-05. *If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. A qualified biologist will complete the inspection. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.*

The EM completed an inspection of the three culverts on 9/5/2023 and 4/23/2024 at MP 312.91, MP 313.56, MP 313.07 and Bridge K-313.3 prior to the culvert installation. At no time did the EM find evidence of bat use or nests present. Please see Appendix A for the Bat Inspection reports.

VM-Biological-06. *Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.*

After an inspection that determined no bat species were present, the culvert replacement at MP 312.91 and bridge installation at Bridge K-313.3 were completed. The EM completed daily monitoring of bat species. No bat species was present before or during the installation process.

VM-Biological-07. *During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.*

Because work was not done at night, temporary lighting with a full cut-off lens was not used during the removal and installation of any component of the project.

VM-Biological-09. *During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.*

Orange flagging was used to identify project ROW boundaries. Construction staging occurred within the ROW but outside of areas identified as sensitive habitat areas.

VM-Biological-10. *The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement.*

Ground disturbance within the duration of the Spiro capital improvement project was limited to the necessary construction efforts to complete the Spiro siding extension between MP 312.8 to MP 313.6. Ground disturbance began on 8/17/2023 and was completed on 6/19/2023.

VM-Biological-11. *The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.*

Seed mixes used within the Spiro capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the EM prior to use. The seed tag shown in the photos below as provided by the seeding contractor specifies No Noxious Weed Found. No herbicide spray methods were used on this project.



VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.

The EM observed that no bald or golden eagles or nests were identified within the limits of the project, thus adhering to the Bald and Golden Eagle Protection Act as required.

MM-Biological-01. For capital improvements related to the Proposed Acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.

Seed mixes used for revegetative efforts on the Spiro capital improvement project were verified according to seed tags. See below photos for various seed mix types used on the project for revegetation.



VM-Water-04. As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.

During construction of the Spiro capital improvement project, the contractor followed all water quality conditions to minimize impact to water quality per the Water Quality Monitoring plan (WQMP). A site- specific Stormwater Pollution Prevention Plan (SWPPP) for the project was also implemented, which incorporated best management practices and site-specific measures to control erosion and reduce the amount of sediment and pollutants that could enter surface waters, groundwater, and wetlands. Minimal impacts to wetlands and creek areas were considered, including the placement of fill material or conveyance structures to complete the planned project.

VM-Water-05. *Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.*

The contractor followed Pre/Post construction measures using the site-specific SWPPP developed for the Spiro capital improvement project. These measures included the installation of erosion control devices prior to and during the construction sequence, which prevented the sediment or pollutant discharges from the project. See below photos for some examples of where this was used within the project.



The contractor followed Best Management Practices by utilizing secondary containment while refueling, designated equipment cleaning areas, utilizing spill prevention measures, minimizing sediment on public roadways, and utilizing good waste management practices.

Weekly and post rain event SWPPP inspections were completed throughout the construction phase of the project and will continue through 70% post construction revegetation.

VM-Water-06. *For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.*

A site-specific WQMP was developed prior to construction of the Spiro capital improvement project. The EM evaluated potential surface water and stormwater quality impacts due to project construction activities throughout the project. Routine sampling and analysis of instream surface water and site stormwater sources during project construction activities was conducted monthly at the Spiro capital improvement project to ensure adherence to the WQMP.

VM-Water-10. *As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.*

Headwaters obtained a USACE NWP 14 dated May 9, 2023, for the completion of the planned project to include all anticipated impacts to wetlands and “other waters”. As a condition of the permit, we developed an Aquatic Resource Protection Plan, which should be implemented and maintained through the completion of the project. The plan is dated July 26, 2023, and is included within the regulatory permit overview documents provided under separate cover. Further, Headwaters obtained the ODPES Stormwater Construction General Permit OKR10 Authorization No. OKR1034473 that includes the development of a Storm Water Pollution Prevention Plan (SWPPP) and Erosion Control Plan.

The project traverses reaches of Holi-Tuska Creek as well as two (2) unnamed tributaries. Holi-Tuska Creek is referenced as Bridge structure K 313.3 The photos below were taken on Bailey Road looking northwest toward bridge structure K313.3. With the future construction and removal of the CPKC bridge and subsequent rains we can expect more sediment and silt in the water. To help contain the turbidity the installation of a turbidity curtain/silt curtain to help contain the sediment and silt stirred up during the construction activities was used. This will aid the natural barrier already in place to help reduce the amount of sediment discharged during a rain event.



VM-Water-11. *During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.*

Daily equipment inspections were conducted by all contractors on the Spiro capital improvement project, followed by daily inspection reports. Any leaks identified by EM were immediately brought to the contractor's attention and equipment was placed out of service as needed.

VM-Water-13. *During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.*

Suitable fill materials used within the Spiro capital improvement project consisted of primary reused native soils, clean fill, and ballast material previously approved by project engineers and contractors and from off-site borrow material for the completion of this project.



SPIRO SIDING EXTENSION

CPKC Final Environmental Monitoring Report

APPENDIX A



	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.	
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA	
	Client: CPKC	Project Code: 2022-0274
	Preparer: Andrew Julian	Reviewer:
	Report Date: 2024-04-25	Page Number: 1 of 3



Picture 1: View of 96'x 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22425	Long: -94.63666	Bearing: SE	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 2 of 3



Picture 2: View of 96'x 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22402	Long: -94.63645	Bearing: N	Date Taken: 04/23/2024
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Weather: Partly cloudy	Taken By: andrew julian
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Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 3 of 3



Date & Time of Assessment 04/23/2024 1600-1800		CPKC Project Name Heavener Sub. - Spiro Siding Ext		Bridge Milepost MP 312.91		County LeFlore, OK	
Structure Name (if exists)		Structure Coordinates (latitude and longitude)		Structure Height (approximate)		Structure Length	
35.224230°, -94.636499°		96"		App. 86'			
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place				☐ Metal		☐ None	
☐ Flat Slab/Box				☐ Concrete		☐ Concrete	
☐ Truss				☐ Timber		☐ Steel	
☐ Parallel Box Beam				☐ Open grid		☐ Timber	
☐ Pre-stressed Girder				☐ Other:		☐ Other:	
☐ Steel I-beam				☐ Culvert Material		Creosote Evidence	
☐ Covered				☒ Metal CMP		☐ Yes ☒ No	
☐ Other:				☐ Concrete		☐ Unknown	
Culvert Type				☐ Plastic		Notes:	
☐ Box				☐ Stone/Masonry			
☒ Pipe/Round				☐ Other:			
☐ Other:							
Other Structure				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural		☐ Grassland	
☒ Rip-rap				☐ Commercial		☒ Ranching	
☒ Flowing water				☐ Residential-urban		☐ Riparian/wetland	
☐ Standing water				☒ Residential-rural		☐ Mixed use	
☒ Seasonal water				☒ Woodland/forested		☐ Other:	
☐ Open vegetation							
☐ Closed vegetation							
☐ Railroad							
☐ Road/trail - Type:							
☐ Other:							
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☒				☐ Guano		☐ Odor	
☒				☐ Staining		☐ Photos	
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ Crack between concrete railings on top of the bridge deck		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ All guiderails		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
☐ All expansion joints		☒ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☐				☐ Guano		☐ Odor	
☐				☐ Staining		☐ Photos	
Name: Andrew Julian				Signature: Andrew Julian			



	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.	
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA	
	Client: CPKC	Project Code: 2022-0274
	Preparer: Andrew Julian	Reviewer:
	Report Date: 2024-04-25	Page Number: 1 of 6



Picture 1: View of 84' by 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22397	Long: -94.63650	Bearing: N	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 2 of 6



Picture 2: View of 84' by 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22397	Long: -94.63651	Bearing: N	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 3 of 6



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	04/23/2024 1600-1800	CPKC Project Name	Heavener Sub. - Spiro Siding Ext	Bridge Milepost	MP 312.91	County	LeFlore, OK
Structure Name (if exists)		Structure Coordinates (latitude and longitude)	35.224076°, -94.636636°	Structure Height (approximate)	84"	Structure Length	App. 86'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam						☐ Yes ☒ No	
☐ Covered						☐ Unknown	
☐ Other:						Notes:	
Culvert Type		Other Structure		Culvert Material			
☐ Box		☐		☒ Metal			
☒ Pipe/Round		☐		☐ Concrete			
☐ Other:		☐		☐ Plastic			
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☐ Residential-urban			
☐ Standing water				☒ Residential-rural			
☒ Seasonal water				☒ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☐ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete ☒ Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All guiderails		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All expansion joints		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
Name: Andrew Julian				Signature: Andrew Julian			



Picture 3: View of 84' by 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22426	Long: -94.63657	Bearing: SE	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 4 of 6



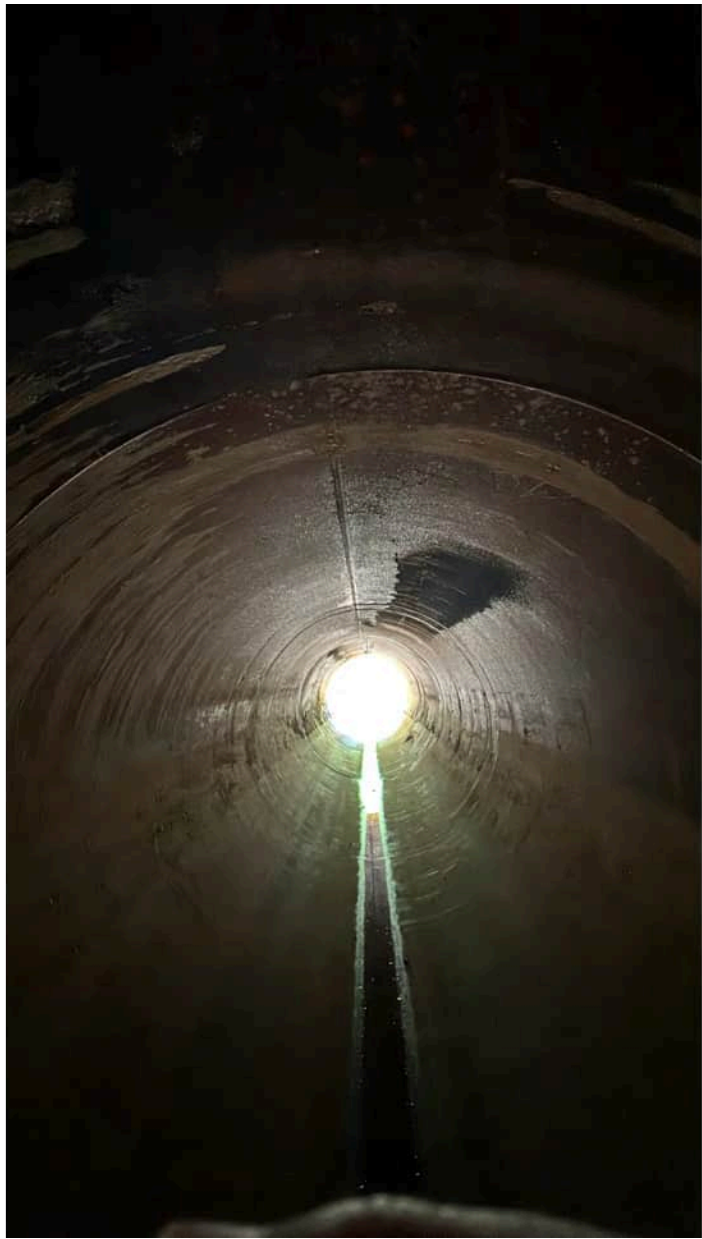
Picture 4: View of 84' by 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22418	Long: -94.63669	Bearing: SE	Date Taken: 04/23/2024
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Weather: Partly cloudy	Taken By: andrew julian
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Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 5 of 6



Picture 5: View of 84' by 86'' culvert north of Bailey Road at WQS point number 1.

Lat: 35.22418	Long: -94.63660	Bearing: S	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 6 of 6



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	04/23/2024 1600-1800	CPKC Project Name	Heavener Sub. - Spiro Siding Ext	Bridge Milepost	MP 312.91	County	LeFlore, OK
Structure Name (if exists)		Structure Coordinates (latitude and longitude)	35.224230° -94.636499°	Structure Height (approximate)	84"	Structure Length	App. 86'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam						☐ Yes ☒ No	
☐ Covered						☐ Unknown	
☐ Other:						Notes:	
Culvert Type		Other Structure		Culvert Material			
☐ Box				☒ Metal			
☒ Pipe/Round				☐ Concrete			
☐ Other:				☐ Plastic			
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☐ Residential-urban			
☐ Standing water				☒ Residential-rural			
☒ Seasonal water				☒ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☐ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete ☒ Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Andrew Julian				Signature: Andrew Julian			



	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.	
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA	
	Client: CPKC	Project Code: 2022-0274
	Preparer: Andrew Julian	Reviewer:
	Report Date: 2024-04-25	Page Number: 1 of 5



Picture 1: View of 36'x 67'' culvert south of Bailey Road at WQS point number 2.

Lat: 35.22262	Long: -94.63875	Bearing: SE	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 2 of 5



Picture 2: View of 36'x 67'' culvert south of Bailey Road at WQS point number 2.

Lat: 35.22237	Long: -94.63862	Bearing: SW	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

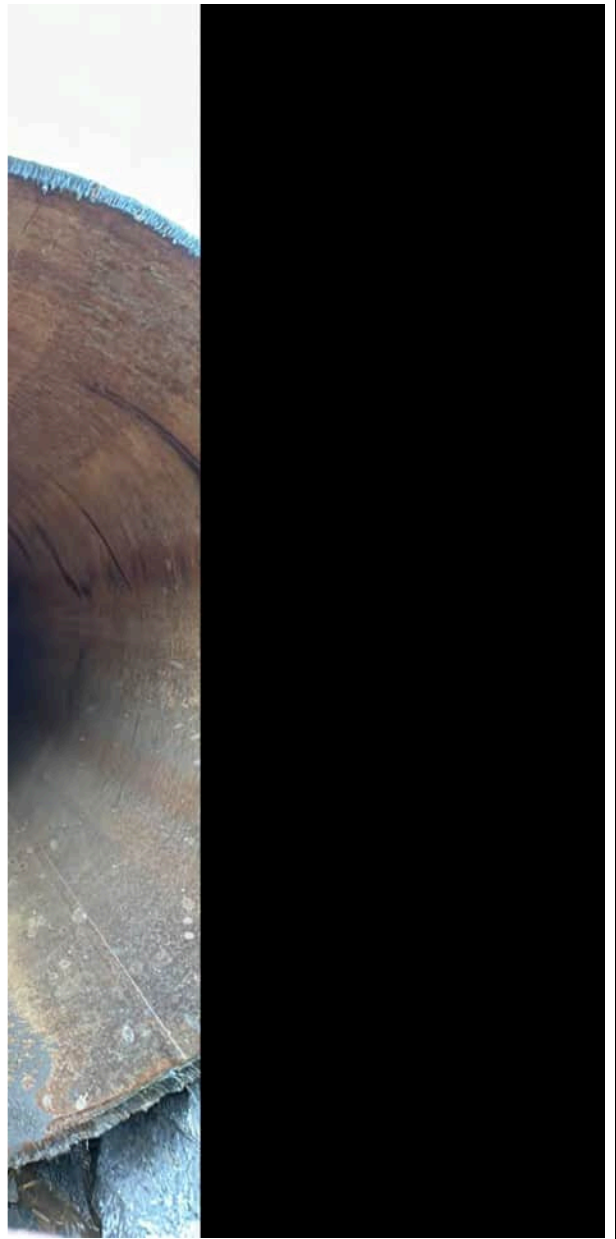
Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 3 of 5



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	04/23/2024 1600-1800	CPKC Project Name	Heavener Sub. - Spiro Siding Ext	Bridge Milepost	MP 313.07	County	LeFlore, OK
Structure Name (if exists)		Structure Coordinates (latitude and longitude)	35.222048° -94.639325°	Structure Height (approximate)	36"	Structure Length	App. 67'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam						☐ Yes ☒ No	
☐ Covered						☐ Unknown	
☐ Other:						Notes:	
Culvert Type		Other Structure		Culvert Material			
☐ Box		☐		☒ Metal			
☒ Pipe/Round		☐		☐ Concrete			
☐ Other:		☐		☐ Plastic			
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☐ Residential-urban			
☒ Standing water				☒ Residential-rural			
☒ Seasonal water				☒ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☐ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
☒				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
☒				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All guiderails		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All expansion joints		☒ Not present		☐ Visual - live # dead #		☐ Audible	☐ Species
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
Name: Andrew Julian				Signature: Andrew Julian			

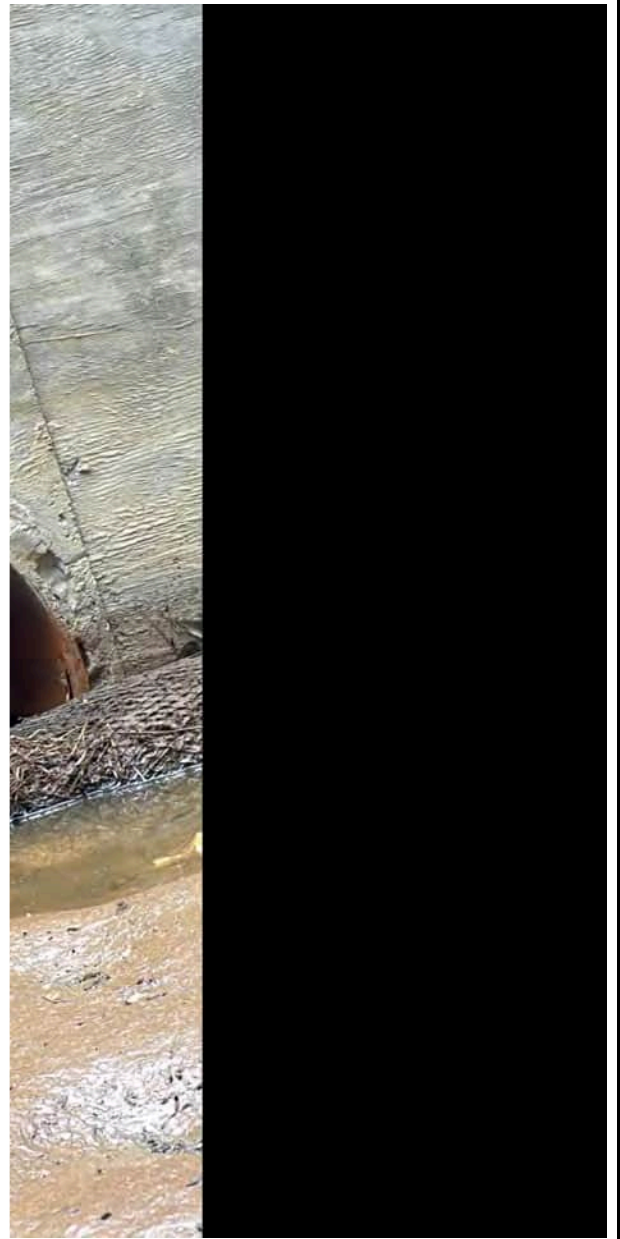


Picture 3: View of 20'x 60'' culvert south of Bailey Road at WQS point number 2.

Lat: 35.22237	Long: -94.63862	Bearing: W	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 4 of 5



Picture 4: View of 20'x 60'' culvert south of Bailey Road at WQS point number 2.

Lat: 35.22259	Long: -94.63878	Bearing: E	Date Taken: 04/23/2024
Weather: Partly cloudy			Taken By: andrew julian

Tags:

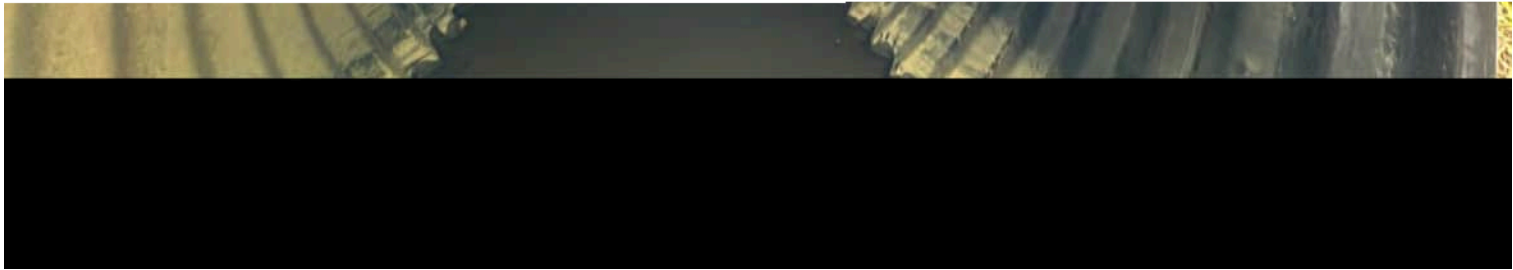
	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 5 of 5



Date & Time of Assessment 04/23/2024 1600-1800		CPKC Project Name Heavener Sub. - Spiro Siding Ext		Bridge Milepost MP 313.07		County LeFlore, OK	
Structure Name (if exists)		Structure Coordinates (latitude and longitude) 35.222033°, -94.639291°		Structure Height (approximate) 20"		Structure Length App. 60'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place				☐ Metal		☐ None	
☐ Flat Slab/Box				☐ Concrete		☐ Concrete	
☐ Truss				☐ Timber		☐ Steel	
☐ Parallel Box Beam				☐ Open grid		☐ Timber	
☐ Pre-stressed Girder				☐ Other:		☐ Other:	
☐ Steel I-beam				☐ Culvert Material		Creosote Evidence	
☐ Covered				☒ Metal		☐ Yes ☒ No	
☐ Other:				☐ Concrete		☐ Unknown	
Culvert Type				☐ Plastic		Notes:	
☐ Box				☐ Stone/Masonry			
☒ Pipe/Round				☐ Other:			
☐ Other:							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☒ Residential-urban			
☒ Standing water				☒ Residential-rural			
☒ Seasonal water				☒ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☐ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #			
☒				☐ Guano			
☐				☐ Staining			
☒ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Audible			
☒				☐ Odor			
☐				☐ Photos			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead #			
☐				☐ Guano			
☐				☐ Staining			
☐ Crack between concrete railings on top of the bridge deck		☒ Not present		☐ Audible			
☐				☐ Odor			
☐				☐ Photos			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead #			
☐				☐ Guano			
☐				☐ Staining			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Audible			
☐				☐ Odor			
☐				☐ Photos			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead #			
☐				☐ Guano			
☐				☐ Staining			
☐ All guiderails		☒ Not present		☐ Audible			
☐				☐ Odor			
☐				☐ Photos			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead #			
☐				☐ Guano			
☐				☐ Staining			
				☐ Audible			
				☐ Odor			
				☐ Photos			
Name: Andrew Julian				Signature: Andrew Julian			



	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.	
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA	
	Client: CPKC	Project Code: 2022-0274
	Preparer: Andrew Julian	Reviewer:
	Report Date: 2024-04-25	Page Number: 1 of 5

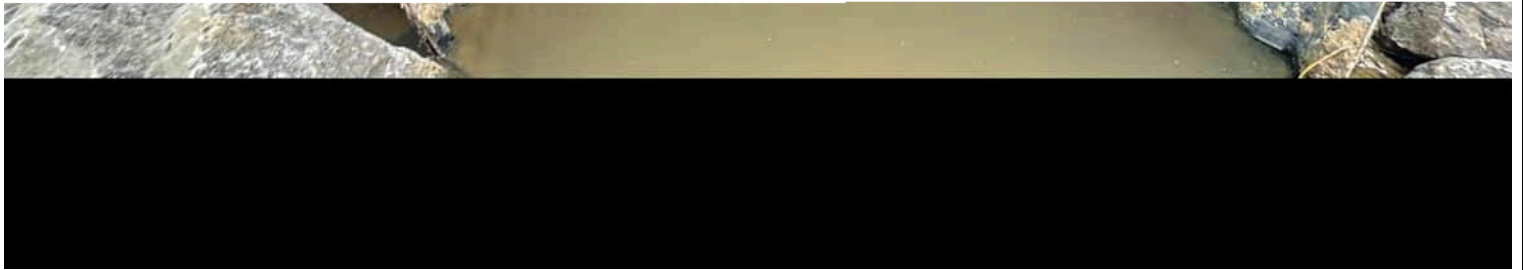


Picture 1: View of 36'x 80'' culvert south of Bailey Road at WQS point number 4.

Lat: 35.21759	Long: -94.64482	Bearing: NW	Date Taken: 04/23/2024
Weather: Patchy rain possible			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 2 of 5



Picture 2: View of 36'x 80'' culvert south of Bailey Road at WQS point number 4.

Lat: 35.21769	Long: -94.64507	Bearing: SE	Date Taken: 04/23/2024
Weather: Patchy rain possible			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 3 of 5



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	04/23/2024 1600-1800	CPKC Project Name	Heavener Sub. - Spiro Siding Ext	Bridge Milepost	MP 313.56	County	LeFlore, OK
Structure Name (if exists)		Structure Coordinates (latitude and longitude)	35.217963°, -94.644944°	Structure Height (approximate)	36"	Structure Length	App. 80'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam						☐ Yes ☒ No	
☐ Covered						☐ Unknown	
☐ Other:						Notes:	
Culvert Type		Other Structure		Culvert Material			
☐ Box		☐		☒ Metal			
☒ Pipe/Round		☐		☐ Concrete			
☐ Other:		☐		☐ Plastic			
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☐ Residential-urban			
☒ Standing water				☒ Residential-rural			
☒ Seasonal water				☒ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☐ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete ☒ Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Andrew Julian				Signature: Andrew Julian			



Picture 3: View of 24'x 80'' culvert south of Bailey Road at WQS point number 4.

Lat: 35.21759	Long: -94.64482	Bearing: NW	Date Taken: 04/23/2024
Weather: Patchy rain possible			Taken By: andrew julian
Tags:			
	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC	Project Code: 2022-0274	
	Preparer: Andrew Julian	Reviewer:	
	Report Date: 2024-04-25	Page Number: 4 of 5	



Picture 4: View of 24'x 80'' culvert south of Bailey Road at WQS point number 4.

Lat: 35.21769	Long: -94.64507	Bearing: SE	Date Taken: 04/23/2024
Weather: Patchy rain possible			Taken By: andrew julian

Tags:

	Project Name: CPKC Heavener Subdivision - Spiro Siding Ext.		
	Project Location: 20403 Bailey Rd, Spiro, OK 74959, USA		
	Client: CPKC		Project Code: 2022-0274
	Preparer: Andrew Julian		Reviewer:
	Report Date: 2024-04-25		Page Number: 5 of 5



Date & Time of Assessment 04/23/2024 1600-1800		CPKC Project Name Heavener Sub. - Spiro Siding Ext		Bridge Milepost MP 313.56		County LeFlore, OK	
Structure Name (if exists)		Structure Coordinates (latitude and longitude)		Structure Height (approximate)		Structure Length	
35.217839°, -94.644824°		24"		App. 80'			
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place				☐ Metal		☐ None	
☐ Flat Slab/Box				☐ Concrete		☐ Concrete	
☐ Truss				☐ Timber		☐ Steel	
☐ Parallel Box Beam				☐ Open grid		☐ Timber	
☐ Pre-stressed Girder				☐ Other:		☐ Other:	
☐ Steel I-beam				☐ Culvert Material		Creosote Evidence	
☐ Covered				☒ Metal CMP		☐ Yes ☒ No	
☐ Other:				☐ Concrete		☐ Unknown	
Culvert Type				☐ Plastic		Notes:	
☐ Box				☐ Stone/Masonry			
☒ Pipe/Round				☐ Other:			
☐ Other:							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☒ Flowing water				☒ Ranching			
☒ Standing water				☐ Residential-urban			
☒ Seasonal water				☒ Residential-rural			
☐ Open vegetation				☐ Woodland/forested			
☐ Closed vegetation				☐ Grassland			
☐ Railroad				☐ Other:			
☐ Road/trail - Type:							
☐ Other:							
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☒ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Guano		☐ Odor	
☒ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Staining		☐ Photos	
☒ Crack between concrete railings on top of the bridge deck		☐ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☒ Vertical surfaces on concrete I-beams		☐ Not present		☐ Guano		☐ Odor	
☒ Spaces between walls, ceiling joists		☐ Not present		☐ Staining		☐ Photos	
☒ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # dead #		☐ Audible ☐ Species	
☒ All guiderails		☐ Not present		☐ Guano		☐ Odor	
☒ All expansion joints		☐ Not present		☐ Staining		☐ Photos	
				☐ Visual - live # dead #		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
Name: Andrew Julian				Signature: Andrew Julian			



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 09/05/2023 1600-1800		CPKC Project Heavener Sub. - Name Spiro Siding Ext.		Bridge MP 313.3		County LeFlore, OK	
Structure Name (if exists) Bridge K-313.3		Structure Coordinates (latitude and longitude) 35.220481 -94.641373		Structure Height (approximate) App. 15'		Structure Length App. 32'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box ☒ Steel I-beam						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss ☐ Covered						Creosote Evidence ☒ Yes ☐ No	
☐ Parallel Box Beam ☐ Other:				Culvert Material ☐ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☒ Yes ☐ No ☐ Unknown Notes:	
Culvert Type		Other Structure					
☐ Box ☐ Pipe/Round ☐ Other:		☐					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Rip-rap ☒ Flowing water ☐ Standing water ☐ Seasonal water				☒ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: ☐ Other:			
				☐ Agricultural ☐ Commercial ☐ Residential-urban ☒ Residential-rural ☒ Woodland/forested			
				☒ Grassland ☒ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete ☒ Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ All guiderails		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ All expansion joints		☐ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Ryan Odom				Signature:			

MP 313.3 – App. 32' Steel Span Bridge K-313.3



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TECHNICAL MEMORANDUM

To: Michael Keller
HDR Inc.
michael.keller@hdrinc.com

From: Jolene Schleicher, Project Manager; Matthew Hull, Principal Investigator, SWCA
Environmental Consultants

Date: November 28, 2023

Re: **HDR Rail Monitoring Summary Report, November 2023, Spiro, Oklahoma / SWCA
Project No. 77801**

PROJECT DESCRIPTION

SWCA Environmental Consultants (SWCA) was contracted by HDR, Inc. (HDR) to monitor for cultural resources during the construction of capital improvements along the Canadian Pacific and Kansas City Southern rail right-of-way. These capital improvements consist of extending 13 existing sidings, adding 10 new passing sidings, adding one new section of facility working track, and adding one new section of double track (project). The project is taking place in various locations. This summary report for the Spiro, Oklahoma, project area (project area), as required by HDR, documents the completed cultural resources monitoring activities undertaken by SWCA at this location between August 14 and November 16, 2023.

SWCA personnel who monitored construction at the Spiro, Oklahoma, project area and the construction monitoring dates are summarized in Table 1.

Table 1. Cultural Resource Monitor and Dates of Monitoring at the Spiro, Oklahoma, Project Area

SWCA Cultural Resource Monitor	Dates of Construction Monitoring
Travis Himebaugh	August 14–18, 21–25, and 28–31; September 1, 11–15, 18–22, and 25–29; October 2–6, 9–12, 24–27, and 30–31; November 1–3, 6–10, and 13–16, 2023 (completed)
Ross Campbell	September 5–8, 2023
Ryan Cline	October 16–20, 2023

MONITORING METHODS

SWCA monitoring methods consisted of the visual inspection of ground-disturbing activities, such as bulldozing and scraping, associated with construction. The archaeologist observed soil removal, digging, and drilling activities (Figures 1–15) and monitored for the presence of cultural resources, such as bone,

individual artifacts, artifact concentrations, and features. The archaeologist also inspected the surrounding area and soil stockpiles for the presence of cultural resources.

MONITORING SUMMARY

The type of construction activities monitored and the results of monitoring at the Spiro, Oklahoma, project area between August 14 and November 16, 2023, are presented in Table 2. At the beginning of ground disturbance, SWCA's archaeologist presented a training to construction personnel, providing background as to why archaeology monitoring is being conducted, what the archaeologist is looking for, and what steps are to be taken if cultural resources are identified during construction.

Table 2. Spiro, Oklahoma, Project Area Construction Activities and Results

Construction Activities Monitored	Results
Topsoil removal; gravel hauling and smoothing; excavation; cut and fill grading; plastic erosion-resistant Geo gridded-mesh laid and buried; tree clearing; drilling; converting borrow pit into pond; culvert installation	No features or cultural resources were identified during monitoring.

Results

In August and September 2023, a series of glass insulators were observed during monitoring. They were initially identified as historic but determined to be modern upon further review. No features or significant cultural materials were identified during cultural resources monitoring at the Spiro, Oklahoma, project location. No known cultural resources have been impacted by construction.

CONCLUSIONS

Between August 14 and November 16, 2023, SWCA conducted cultural resources monitoring and tasks associated with the Spiro, Oklahoma, project area during construction on the project, which commenced on August 14, 2023, and completed on November 16, 2023. No features or cultural materials were identified during cultural resources monitoring, and no known cultural resources were impacted by construction at the Spiro, Oklahoma, project area.



Figure 1. Initial topsoil clearance by a bulldozer; view facing southwest. (Photograph by T. Himebaugh 8/15/23.)



Figure 2. Excavating along the right-of-way; view facing southwest. (Photograph by T. Himebaugh 8/24/23.)



Figure 3. Preparing area for silt fence installation, hay bales used as ballast; view facing southwest. (Photograph by T. Himebaugh 8/25/23.)



Figure 4. Removal of backfill via excavator and dump truck; view facing south. (Photograph by T. Himebaugh 8/29/23.)



Figure 5. Drilling for post installation; view facing east. (Photograph by T. Himebaugh 9/1/23.)



Figure 6. Excavator spreading gravel near bridge; view facing east. (Photograph by T. Himebaugh 9/1/23.)

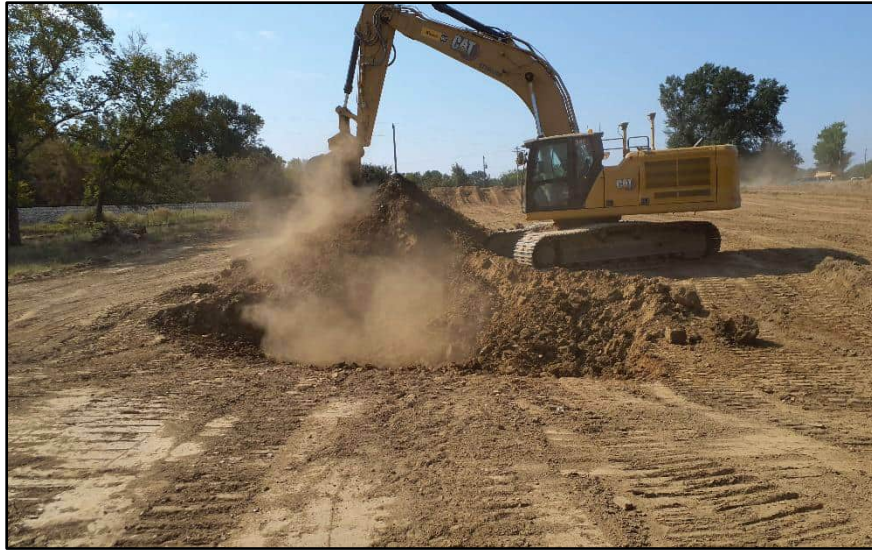


Figure 7. Excavation of borrow pit after topsoil clearance; view facing southwest. (Photograph by R. Campbell 9/5/23.)



Figure 8. Cut and fill grading using fill from the borrow pit; view facing southwest. (Photograph by R. Campbell 9/6/23.)

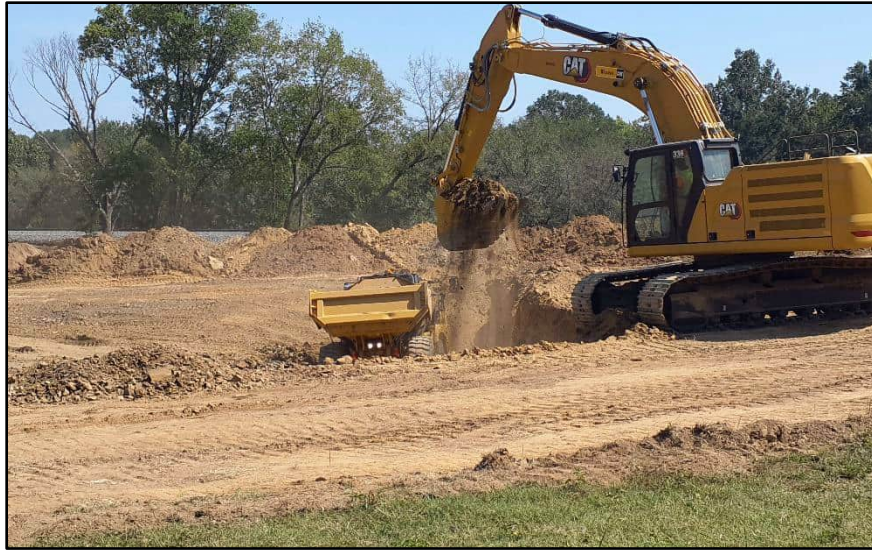


Figure 9. Continued excavation of borrow pit; view facing southeast. (Photograph by T. Himebaugh 9/18/23.)

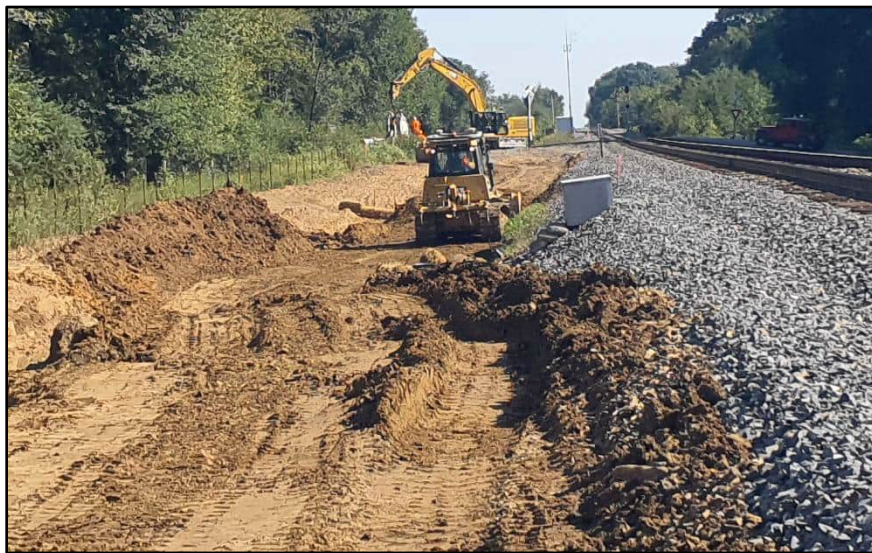


Figure 10. Spreading fill dirt along the right-of-way; view facing northeast. (Photograph by T. Himebaugh 9/27/23.)



Figure 11. Excavator clearing area for culvert installation; view facing northeast. (Photograph by T. Himebaugh 10/4/23.)



Figure 12. Tree felling to assist with inserting culvert pipe extension; view facing northeast. (Photograph by T. Himebaugh 10/9/23.)



Figure 13. Drilling for core samples near bridge to be replaced; view facing southeast. (Photograph by R. Cline 10/17/23.)



Figure 14. Drilling for beam installation; view facing east. (Photograph by T. Himebaugh 10/30/23.)



Figure 15. Excavator cleaning out mud near drill locations; view facing northeast. (Photograph by T. Himebaugh 11/13/23.)