

October 14, 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 June 15 to September 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 sixth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting June 15, 2024 and ending September 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 6

This report includes compliance activities completed between June 15 and September 14, 2024 (Quarter 2, 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 three Notice of Violations from the FRA related to operational safety of employees: Notice of Violation – June 25, 2024 – Duluth (Minnesota). Missing high-voltage cover on locomotive traction motor. Notice of Violation – July 30, 2024 – Westlake (Louisiana). A cut of cars was left fouling another track. Notice of Violation – September 9, 2024 – St. Paul (Minnesota). Missing protective cover on moving parts of a locomotive.
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</i>	This is CPKC’s sixth quarterly compliance report, covering the period of June 15 to September 14, 2024.

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		<i>of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	
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 10 TRANSCAER and other training events during the reporting period, engaging with over 400 first responders and other participants.

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9	Freight and Passenger Rail Safety	<i>VM-Rail-04. 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 finalized the planning for the fall training block. Two courses will be hosted at the University of Illinois Fire Service Institute (October 8&9 as well as October 10&11). CPKC’s final training class for this mitigation measure will be hosted at the Security and Emergency Response Training Center (October 22 – 24).
10	Freight and Passenger Rail Safety	<i>VM-Rail-05. 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 taken delivery of the Incident Management trailers, Emergency Management meeting tents, and firefighting trailers. One of each asset has been positioned in Kansas City, Shreveport and Houston. Additionally, CPKC has taken delivery of a 24’ product transfer trailer which has been positioned in Kansas City.
11	Freight and Passenger Rail Safety	<i>VM-Rail-06. 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. • Detroit to Windsor - 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. • Twin Cities-Milwaukee-Chicago corridor –Amtrak started the new Borealis service on May 22, 2024 to great success. 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. • Hiawatha service – CPKC has been working with stakeholders from Amtrak and WisDOT on the agreed upon infrastructure projects around the Milwaukee area. Design work continues to progress on these projects. WisDOT 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. • New Orleans-Baton Rouge: CPKC representatives continue to participate in regular calls with Amtrak and LADOTD to discuss projects needed to initiate service. • I-20: CPKC representatives remain engaged on its commitments to studying I-20 service.

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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.
13	Grade Crossing Safety and Delay	VM-Grade Crossing-01. <i>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.</i>	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, Louisiana DOTD 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. On August 22, CPKC provided a letter of support to the Village of Bensenville, IL for a grant application to the Rail Crossing Elimination program of the FRA.
14	Grade Crossing Safety and Delay	VM-Grade Crossing-02. <i>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.</i>	During the reporting period, CPKC received 165 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: - 86 reports from Iowa (including 37 from the Scott County area, 19 from Muscatine County, and 20 from Wapello County) - 29 reports from Louisiana (including six from Leesville) - 37 reports from Missouri To be as complete as possible, CPKC also queried the FRA’s Blocked Crossing Database. That database showed 46 reports of blocked crossings along the Chicago, IL to Laredo, TX corridor, including 12 from Iowa and 20 from Missouri. Because the FRA database is independent of reports to CPKC’s PSCC, these 46 blocked crossings may involve some of the same incidents reported to the PSCC.

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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 61 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.
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 144 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 85 occasions in Iowa; 13 occasions in Louisiana; and 12 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 regularly meets 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.

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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.
23	Noise and Vibration	MM-Noise-01. To minimize noise and vibration, the Applicants shall maintain rail and rail beds according to American Railway Engineering and Maintenance-of-Way Association standards.	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 maintenance of rail and rail beds.
24	Noise and Vibration	MM-Noise-02. The Applicants shall comply with FRA regulations establishing decibel limits for train operations.	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. 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.	During the reporting period, CPKC completed construction of the ground pads upon which the five identified rail lubricators will sit. The rail lubricators are scheduled for installation during the next reporting period.
26	Noise and Vibration	MM-Noise-04. 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: a) Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats; b) Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; c) Regularly maintaining locomotives and keeping mufflers in good working order; and d) Removing or consolidating switches that the Applicants determine are no longer needed.	a) During the reporting period, CPKC received two Notice of Violation from the FRA related to the maintenance of railcar wheels: Notice of Violation – August 23, 2024 – Mason City (Iowa). Wheel with a shelled tread greater than three inches. Notice of Violation – September 5, 2024 – St. Paul (Minnesota). Wheel flange thickness less than 7/8”. b) CPKC completed 492 pass-miles of rail grinding on the Davenport, Ottumwa, Kansas City and Chicago 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

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			not receive any Notices of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers. d) CPKC removed 17 mainline switches during the reporting period. This included six on the Heavener Subdivision, four on the Shreveport Subdivision, three on the Laredo Subdivision, two on the Beaumont Subdivision and one on each of the Kansas City and Ottumwa Subdivisions.
27	Noise and Vibration	<i>MM-Noise-05. 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	<i>VM-Air-01. 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	<i>VM-Air-02. 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 commenced a project to update climate scenario analysis for the expanded CPKC network in alignment with the recommendations of the TCFD and leading disclosure practices. The project scoping phase is now complete, and five climate-related risks and opportunities identified as significant to CPKC, our lines of business, and our stakeholders will be evaluated through this process. Scenario analysis will test CPKC’s business and long-term strategic objectives under several global warming scenarios. Project outcomes will inform CPKC’s climate strategy and future public disclosure practices.
30	Air Quality and Climate Change	<i>VM-Air-03. 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.

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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.
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>	Complete.

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		• 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 • 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. The Applicants shall provide the construction monitoring plan to OEA and appropriate THPOs for review no later than 30 days prior to the 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.	
37	Cultural Resources	MM-Cultural-02. 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.	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. 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.	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. 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.	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.

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40	Hazardous Material Release Sites	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.	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. 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.	All petroleum products on site are properly stored and this is inspected daily by each site's respective environmental monitor.
42	Hazardous Material Release Sites	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 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. The Applicants shall notify EPA prior to undertaking any capital improvements related to the acquisition within the EPA Orongo-Duenweg Mining Belt Superfund site.	CPKC will notify the EPA prior to beginning construction on the Asbury Siding Extension.
44	Hazardous Material Release Sites	MM-Haz Material Sites-02. 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.	Complete.
N/A	Hazardous Material Release Sites	MM-Haz Material Sites-03. Appendix C of the Board's Decision approving, with conditions, CP acquisition of KCS did not contain a Mitigation Measure with this label.	N/A
45	Hazardous Material Release Sites	MM-Haz Material Sites-04. 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.	No used ballast or rail ties were generated at the Capital Improvement Projects during the reporting quarter and thus none were reused.

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46	Hazardous Material Release Sites	MM-Haz Material Sites-05. 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.	Complete.
47	Biological Resources	VM-Biological-01. 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.	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.
48	Biological Resources	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.	No clearing of vegetation occurred at the Capital Improvement Project sites during the reporting period.
49	Biological Resources	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).	No construction related tree removal occurred at the Capital Improvement Project sites during the reporting period.
50	Biological Resources	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	No tree removal occurred at the Capital Improvement Project sites during the reporting period.

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		<i>contractors understand clearing limits and how they are marked in the field.</i>	
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 appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.</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.
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</i>	Sensitive habitats, such as wetlands, were flagged on site. The environmental monitors at each of the Capital Improvement Projects are working with the

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>be located in previously disturbed sites and not in sensitive habitat areas.</i>	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 the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.</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. 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 herbicide drift or overspray on the Chicago to Laredo corridor during the reporting period.
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 continues to work within proximity of the eagle nest at the Dawn Siding Capital Improvement Project in compliance with the USFWS permit (MBPER10200860) issued to CPKC. 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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 potentially affecting the endangered Benton County Cave Crayfish, Hell Creek Cave Crayfish, and Ozark Cavefish.</i>	Complete.
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>	As applicable, CPKC has requested Clean Water Act Water Quality Certification from the respective jurisdictions for 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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
69	Water Resources	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 Docket No. FD 36500 et al. 209 Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.	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. 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 function, preserving an existing aquatic site, and/or creating a new aquatic site.	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.
71	Water Resources	VM-Water-08. The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100 year storm event.
72	Water Resources	VM-Water-09. The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.	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. 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.	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. 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.	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
75	Water Resources	VM-Water-12. 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.	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. 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 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).

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
77	Water Resources	MM-Water-01. 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.	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. 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.	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.
79	Water Resources	MM-Water-03. 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.	CPKC has ensured NPDES permit coverage is in place prior to the start of construction on all Capital Improvement Projects which meet the requirements for a NPDES permit.
80	Environmental Justice	VM-EJ-01. 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.	CPKC did not receive any inquiries during the reporting period from Tribal Nations.
81	Environmental Justice	VM-EJ-02. 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).	During the reporting period, CPKC Police Officers and other CPKC Employees completed 120 Operation Lifesaver and other training events.
82	Environmental Justice	VM-EJ-03. 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.	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. 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."	CPKC is engaged with minority and low-income communities that are interested in or in the process of inquiring or applying for quiet zones.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 June 27 and August 8, CPKC attended the Future of Texas Events with Greater Houston Partnership. In terms of addressing concerns on blocked crossings and seeking solutions, CPKC has regularly attended Houston Area Rail Transformation (THE HART) working group meetings on June 28, July 26, August 23 as well as a Houston Rail Corridor Meeting on July 31.
85	Community Agreements and Coordination	VM-Community-02. <i>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.</i>	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 two incidents 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. <i>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:</i> • <i>Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation.</i> • <i>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.</i> • <i>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.</i> • <i>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.</i>	CPKC (and its third party vendor LinqThingz) continues robust engagement with communities in the Chicago area. On August 23, CPKC and the Stop CPKC Coalition reached an agreement in principle on an umbrella agreement that outlined specifically what LinqThingz will do to support the implementation of the Chicago mitigation measures. CPKC has executed this agreement. Subsequently, the Village of Bensenville passed an ordinance in support of the umbrella agreement. We expect the other communities to follow soon after. Discussions (in-person, virtually, and via email) around the umbrella agreement spanned the quarter and allowed for CPKC and the coalition to stay in close contact.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>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.</i>	
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. Throughout August, CPKC completed the work at the railroad crossing in Moravia, Iowa, bringing the conditions of our community investment agreement to a conclusion.
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>	As stated in the last quarterly report, CPKC reached an agreement with the city of Camanche, IA and during this quarter successfully closed a community crossing in support of our siding extension.
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</i>	Larry Lloyd continues to serve as CPKC's Community Liaison for the Chicago Area.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	

CPKC Capital Improvement Project Updates

Turkey River, IA – New Siding

In this reporting period, CPKC continued construction on the new siding 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. On August 21st, the archaeological monitor observed two pieces of bone which were potentially human in origin, based on their size. They immediately halted construction activities in that area and followed the Archaeological Discovery procedures. The monitor contacted the lead archaeologist who quickly consulted with other experts, including HDR's osteologist. By that evening they had concluded the bones were relatively recent, non-human, and most likely from a white-tailed deer.

Once CPKC had confirmed the bones were recent and non-human, it resumed work.



Bellevue, IA – New Siding

CPKC placed the new Bellevue Siding into service on July 11, 2024. Construction on the new Smith Ferry access road is pending final agreement with Army Corps of Engineers as the property owner.

CPKC had 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. The final Environmental Monitoring report for the Bellevue Siding is appended.

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

As CPKC reported in Quarterly Compliance Report 5, the Deer Creek siding is complete.

Camanche, IA – Siding Extension

In this reporting period, CPKC completed construction on the Camanche Siding Extension.

CPKC had 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. The final Environmental Monitoring Report for the Camanche Siding Extension is appended.

CPKC had 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. The final Archaeological Monitoring Report for the Camanche Siding Extension is appended.

Letts, IA – Siding Extension

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

Washington, IA – New Siding

As CPKC reported in Quarterly Compliance Report 5, the Washington siding is complete.

Ottumwa, IA – Siding Extension

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

Moravia, IA – New Siding

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

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 continued construction on the new 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.

Following discussions with the City of Kansas City, CPKC has agreed to move a portion of the south extension from the east side of the existing mainline to the west side. This change will result in the new track utilizing the existing two track bridge over Stadium Drive (this removes the associated construction impacts on Stadium Drive, a four-lane arterial road) as well as the new bridge over Coalmine Road having an increased clearance for road vehicles and improved road geometry.

Following discussion with Union Pacific Railroad, CPKC and UP have reached an agreement in principle for CPKC to purchase property from UP to facilitate construction of the new bridge over the Blue River. No change in the alignment of the north extension is proposed.

Grandview, MO – New Facility Working Tracks

In this reporting period, CPKC continued work on 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 new 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

As CPKC reported in the Quarterly Compliance Report 5, the Spiro Siding Extension is complete.

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 Initiated construction on the Loring Siding Extension

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.

Singer, LA – Siding Extension

In this reporting period, CPKC continued construction on the Singer Siding Extension.

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 SIDING

CPKC Final Environmental Monitoring Report

BELLEVUE SIDING

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Bellevue Siding project located in Jackson County, IA (Marquette Subdivision from (MP 23.80 to MP 25.97). 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’ Final Decision), and this is the final report showing Bellevue’s compliance with those measures.

Construction at Bellevue started on May 9, 2023, and the siding was placed into service on July 11, 2024. All construction activities which were part of this project were in compliance with the Board’s construction related conditions.

Compliance with Mitigation Measures

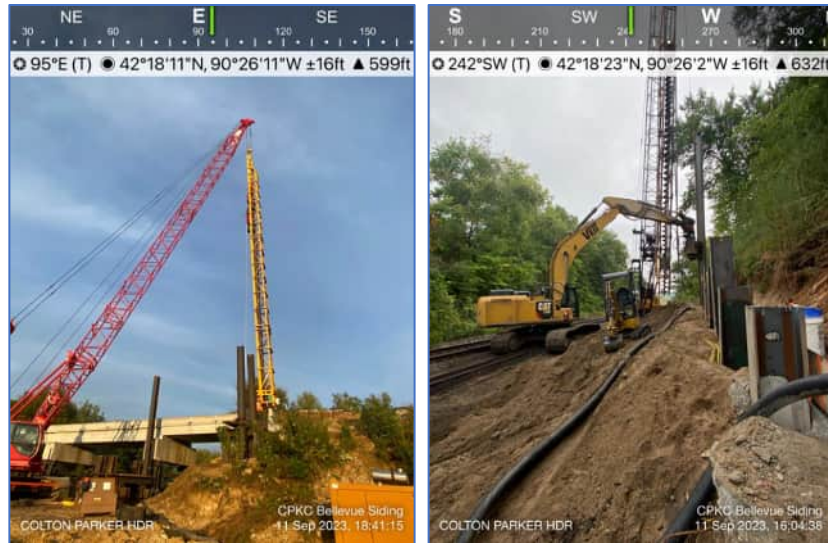
MM-General-03. To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within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



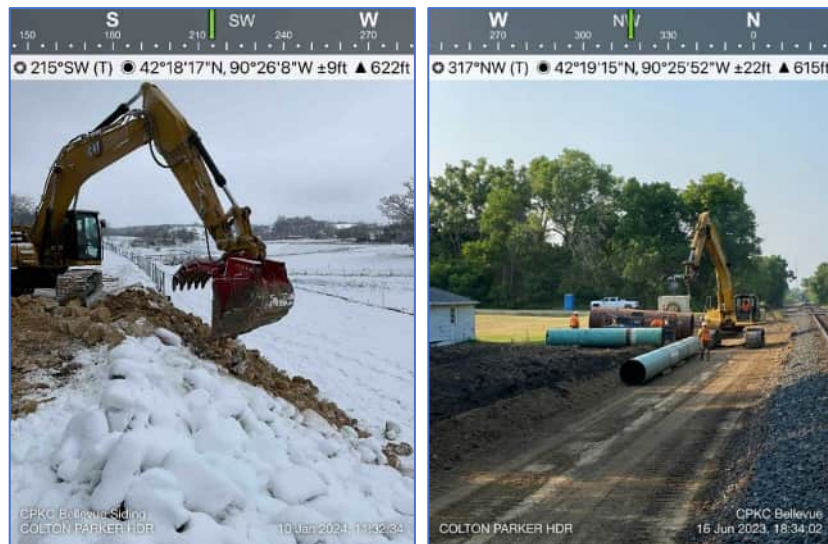
VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.

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



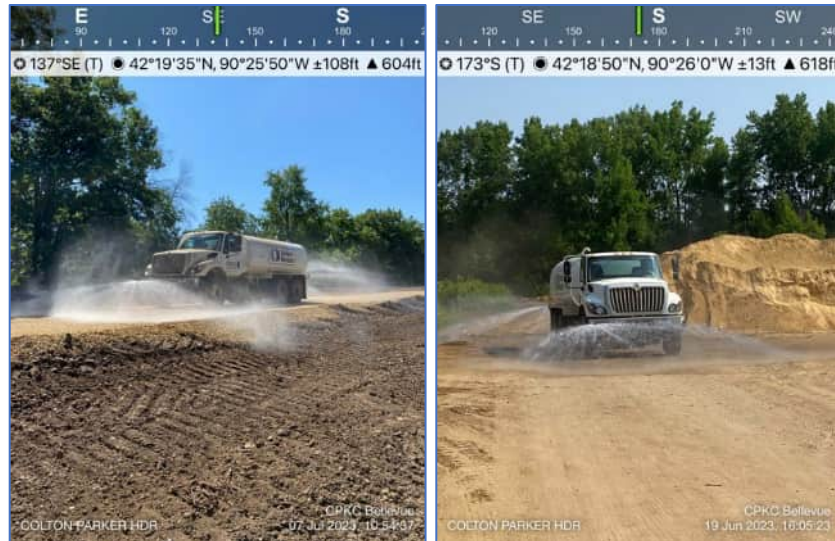
VM-Air-05. The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.

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



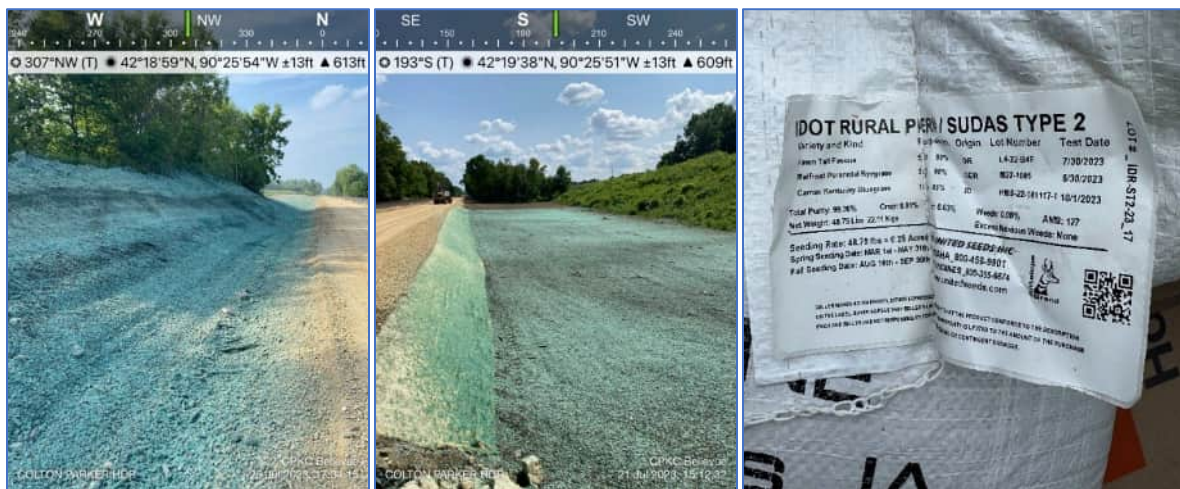
VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.

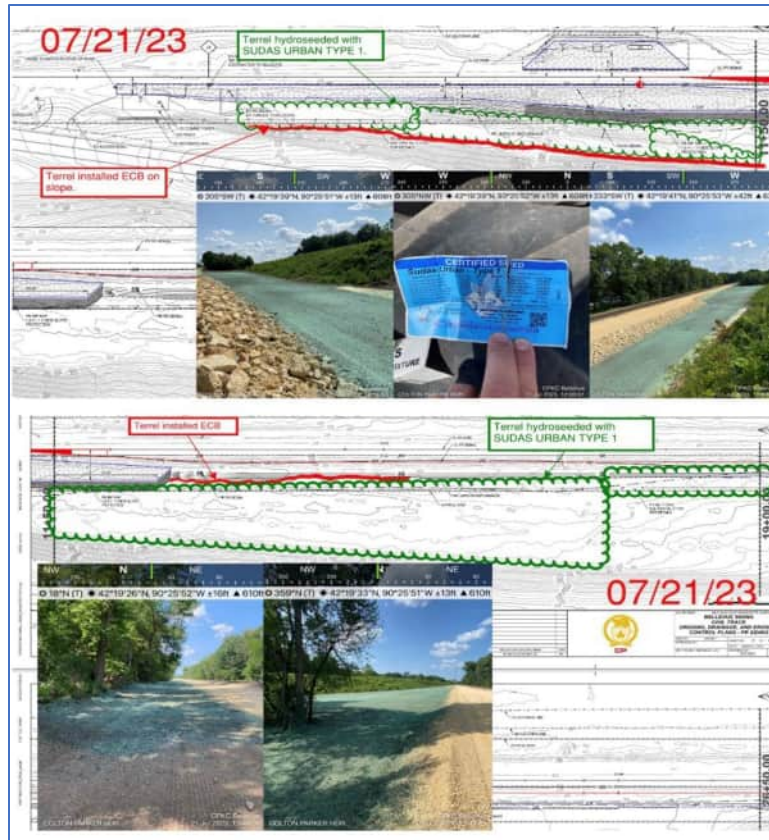
Water trucks were utilized to suppress dust throughout the duration of the project.



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 were performed throughout 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 Bellevue project.

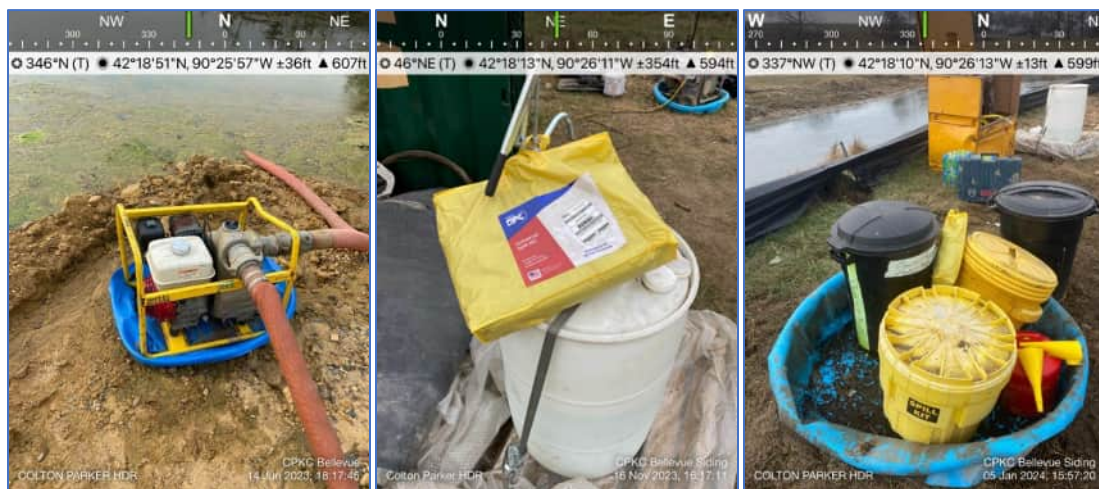
VM-Haz. Material Sites-03. In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to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

All contractor equipment was equipped with spill kits. Extra spill kit materials were available at the lay down yard adjacent to the ROW. No spills of reportable quantity were observed during Bellevue siding construction.

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

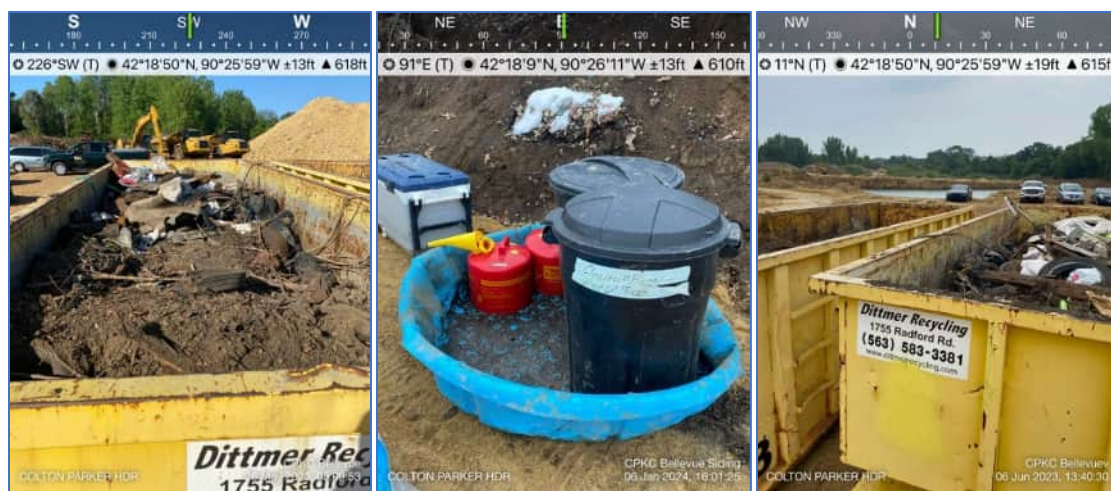
stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies 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. Each piece of equipment contained spill kit materials and spill kits were staged along ROW in case 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 Bellevue site was disposed of in accordance with all applicable federal, state, and local regulations. Dumpsters 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.

Tree clearing at Bellevue site was completed before 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 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 observed 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, at least, weekly inspections of the bridge and culverts on site. Environmental Monitor/ qualified biologist Gabriella Parker, conducted a bat inspection on June 7, 2023. Inspection was conducted on all existing culverts and bridges. No bats or signs of bats were discovered. **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, culverts were worked on/replaced and bridge construction commenced during the bat active 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 all night work was performed outside of the roosting season.



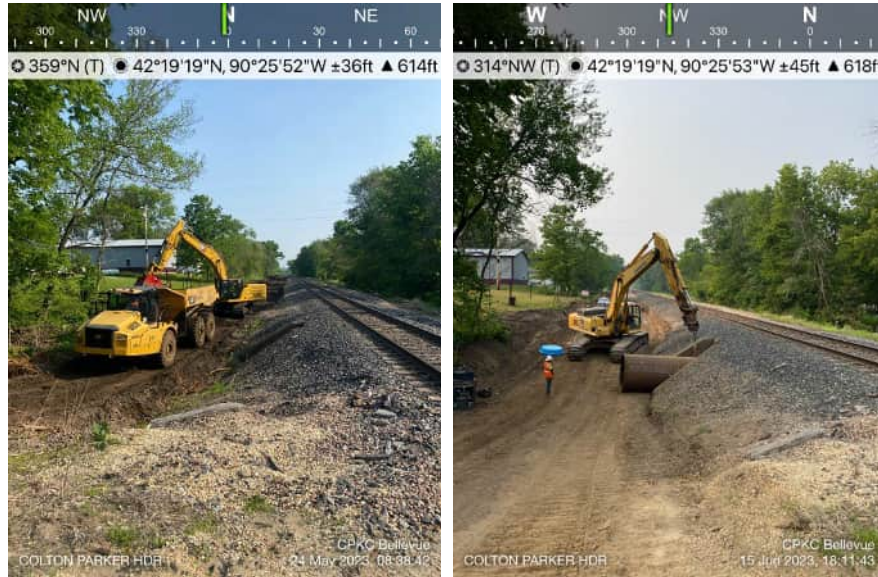
VM-Biological-09. During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously 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 have been marked with green and yellow lath. Equipment was staged on previously disturbed sites on ROW and at laydown yard located at Bellevue Sand & Gravel Company away from sensitive habitat areas.



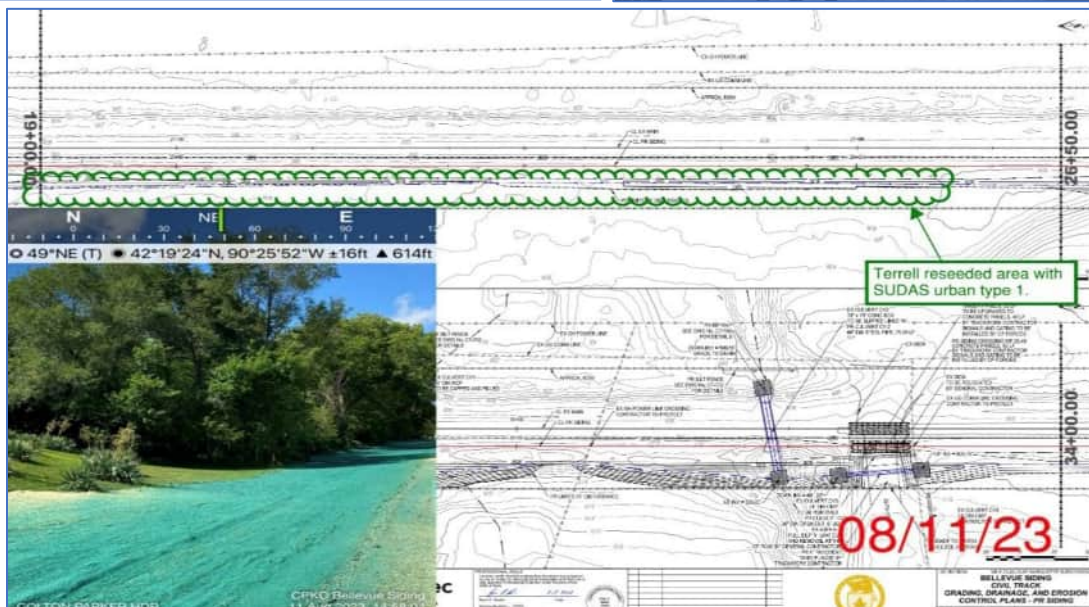
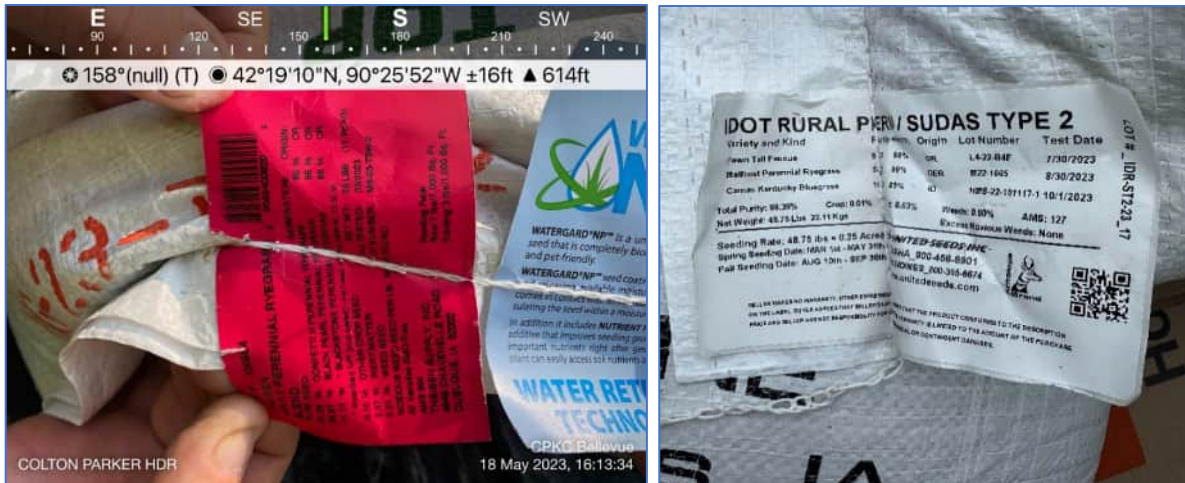
VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.

Ground disturbance took place only in the approved work areas in ROW 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 Bellevue siding for stabilization/restoration were approved by the Environmental Monitors ensuring no noxious weeds were included in the mix. Annual rye, perennial rye, winter rye, SUDAS URBAN TYPE 1 and IDOT RURAL PERM/SUDAS TYPE 2 were used onsite. No herbicide sprays were used on the Bellevue siding project.

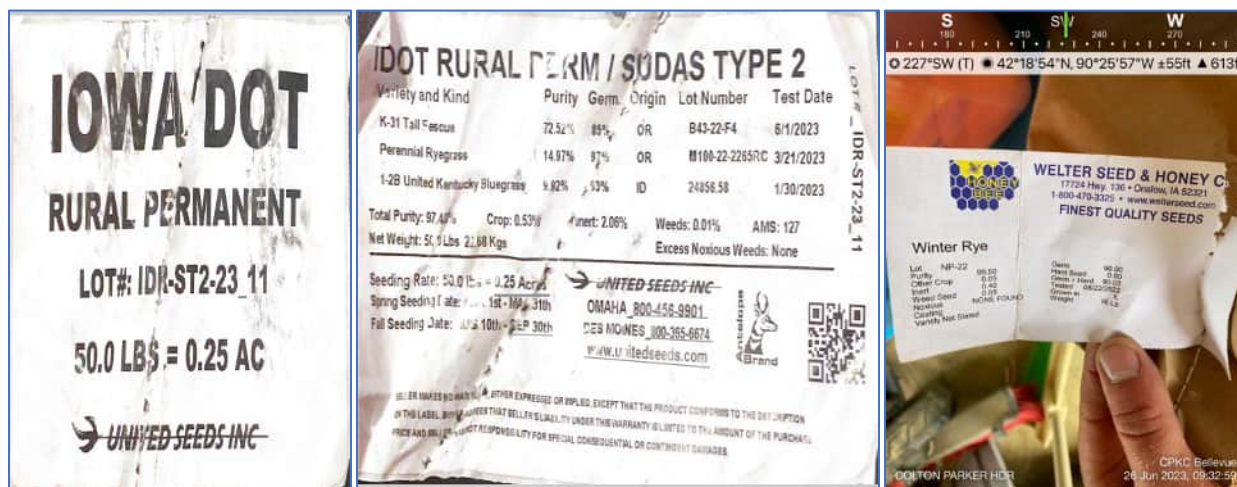


VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.

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

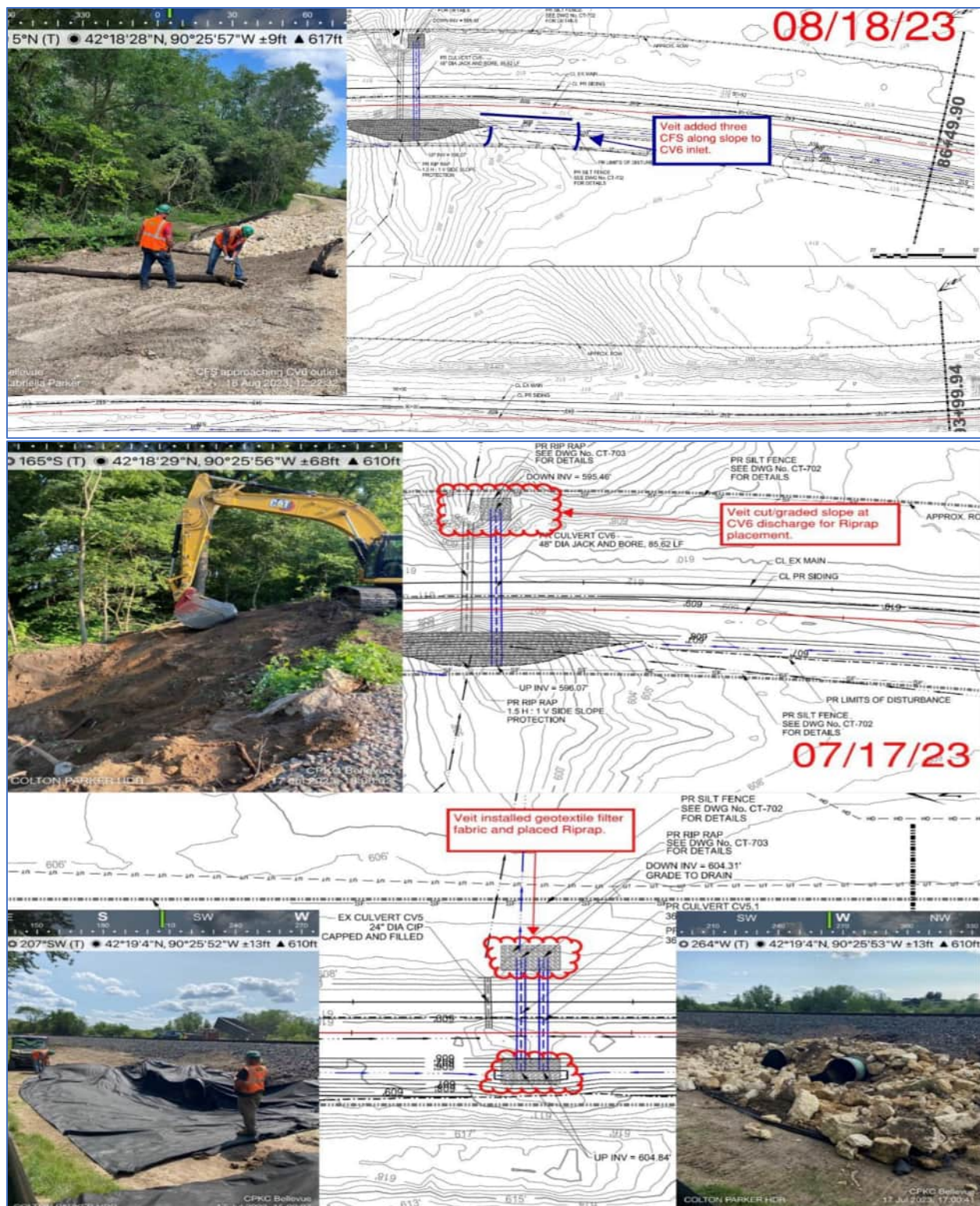
The contractor followed all water quality control conditions identified in all permits including the Water Quality Certification. A site-specific Stormwater Pollution Prevention Plan SWPPP was provided to all contractors onsite. Following the plan, Environmental Monitors and contractors worked together on the installation/maintenance of erosion control devices and best management practices minimizing the potential for erosion and sediment effecting the waterways. Routine SWPPP/rain event inspections were conducted appropriately until SWPPP close out.



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.

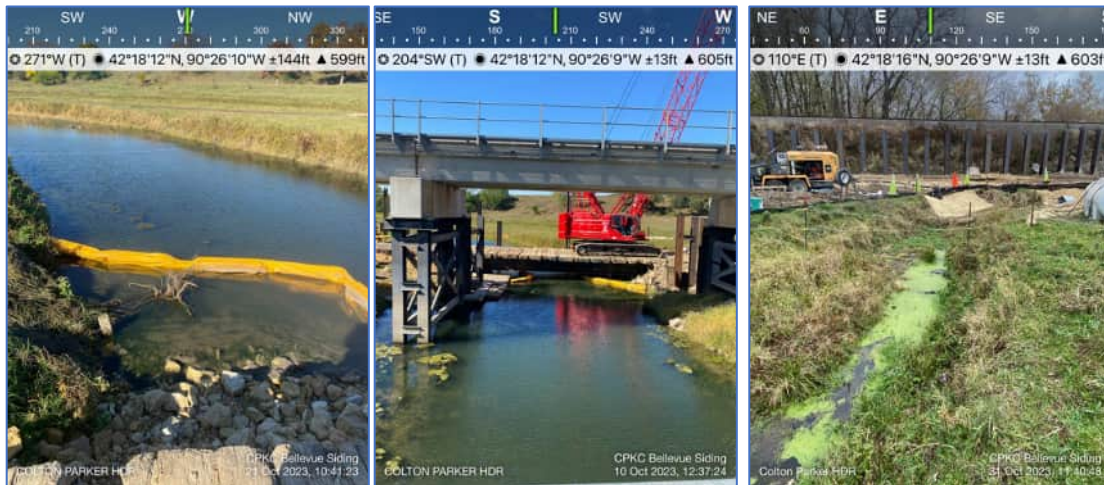
The contractor complied with the approved site-specific SWPPP plan. Following the plan, Environmental Monitors and contractors worked together on the installation of erosion control devices and best management practices near and around waterways including Spruce Creek, wetlands and culverts to reduce the amount of sediment and pollutants entering surface waters and ground waters. Implemented examples include silt curtains, erosion control blanket, silt fence, biologs/CFS, rip rap, secondary containment, filter bags and concrete washout areas.





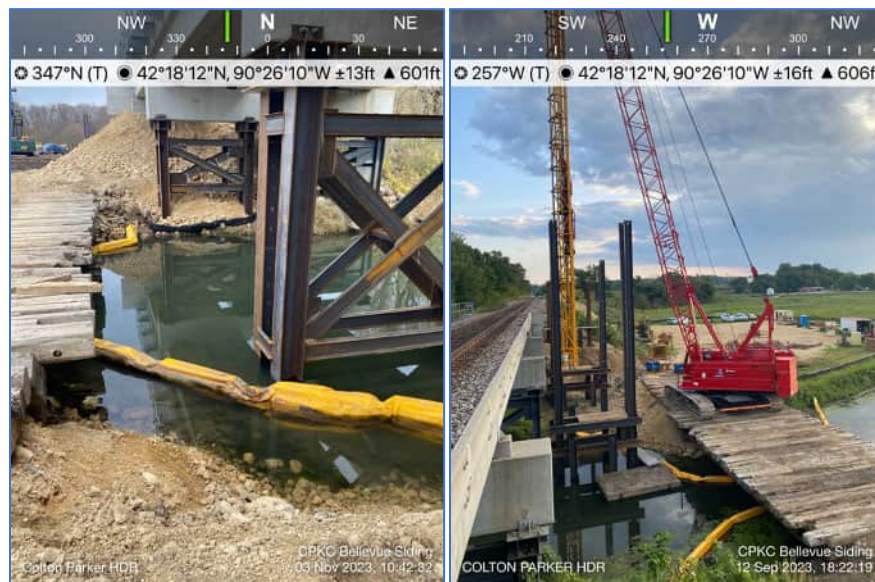
VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.

A site-specific water quality monitoring plan was implemented by the Environmental Monitors on site. Waterways were inspected regularly prior to 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 stream while construction was occurring. A temporary crane bridge was built for construction of Bridge 24.15.



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 utilized, removed from site or repaired by a mechanic.

VEIT DAILY CHECKLIST
Machine HRS: 10018, 10053 Date: 10/20
Unit #: 55-2316 Job # & Name: 230074

Machine HRS	Job # & Name	Notes For Shop
Engine/Hydraulics		
Engine Oil Level		
Transmission Oil Level		
Hydraulic Oil Level		
Antifreeze/Coolant Level		
Belts or Oil Leaks		
Lower Parts of Machine		
Brakes or Tire Condition		
Drive Shafts		
Undercarriage Clean		
Bolts/Joints/Connectors		
Windows		
Upper Part of Machine		
Windows/Glass		
Doors and Structural		
Track up or Lower Arm		
Fire Extinguisher/Load		
Light		
Cab Cleanliness		
Hydraulic Cylinder Leaks		
Body Damage		
Backlight or Beams		
Tooth, Pin, Rollers		
Bucket/Loading Edge Condition		
Attachments		
Hydraulic		
Leads		
Quick Attachments		
BEFORE MACHINE GRADED		
COMMENTS:		
PRINT NAME:	Jesse Riedmiller	

VEIT DAILY INSPECTIONS ALL CRANES
CIRCLE ONE: ☒ CRANE ☐ BOOM ☐ ROUGH TERRAIN
Unit #: 230074 Date: 10/20
Inspector: [Signature]
Machine HRS: 230074

Machine HRS	Inspector	Machine HRS	Inspector
Engine		Boom	
Transmission		Trolley	
Hydraulic		Hook	
Antifreeze		Wire	
Belts		Chains	
Lower Parts		Swivel	
Brakes		Swing	
Drive Shafts		Clutch	
Undercarriage		Mass	
Bolts/Joints			
Windows			
Doors			
Track			
Fire Extinguisher			
Light			
Cab Cleanliness			
Hydraulic Cylinder			
Body Damage			
Backlight			
Tooth			
Bucket			
Attachments			
Hydraulic			
Leads			
Quick Attachments			

PRINT NAME: [Signature]

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 Bellevue Sand Gravel Company, an approved offsite source.

Bellevue Sand & Gravel Corp
Owner
Address
440225400011000
Parcel ID
UPDATED 2024-Q1
CO County
Navigate
Send

Location
Tete Des Morts, Iowa
Jackson County
Bellevue Community School District

Mailing Address
29427 Hwy 52 Bellevue IA 52031-8957

Land
0.00 Deeded Acres
30.15 Calculated Acres
Commercial C 624.31 ft

Bellevue Sand & Gravel Corp
Owner
Address
440225400011000
Parcel ID



Bellevue Siding

CPKC Final Environmental Monitoring Report

APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 06-07-23 1:26 PM		CPKC Project Name: Bellevue		Bridge Number: 23.96		County: Jackson	
Structure Name (if exists): Ex Culvert CV7		Structure Coordinates (latitude and longitude): 42°18'1"N 90°26'14"W		Structure Height (approximate): 30" Diameter		Structure Length: 30'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material			
☐ Cast-in-place ☐ Pre-cast Box ☐ Tube ☐ Parallel Box Beam		☐ Pre-stressed Girder ☐ Steel I-beam ☐ Concrete ☐ Other:		☐ Metal ☐ Concrete ☐ Timber ☐ Masonry ☐ Other:		☐ Beam Material ☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other:		☐ Other Structure:		☒ Metal ☐ Concrete ☐ Timber ☐ Masonry ☐ Other:		☐ Concrete ☐ Unknown ☐ No ☐ Unknown	
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Barren land ☒ Swamp ☐ Flowing water ☐ Standing water ☐ Seasonal water		☐ Bare vegetation ☐ Shrub vegetation ☐ Field ☐ Pasture ☐ Other:		☐ Agricultural ☐ Commercial ☐ Residential ☒ Forested ☐ Wetland/Unimproved		☐ Grassland ☐ Pasture ☐ Field/Cropland ☐ Wooded ☐ 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 bridges and culverts: rough surfaces or imperfections in concrete ☐ Other structures: soffits, rafters, attic areas.		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☒ Photos			
☐ Crack between concrete railings on top of the bridge deck		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ Wagon holes, support beams, and inlet pipes		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ All gutters		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
☐ All expansion joints		☒ Not present		☒ Visual - 0 ☐ Audible - 0 ☐ Smell ☐ Photos			
Name: Gabriella Parker				Signature: Gabriella Parker			

SW 210 240 270 300 330 NW
274°W (T) 42°18'1"N, 90°26'14"W ±9ft ▲ 604ft



N 0 30 60 90 120 SE
66°NE (T) 42°18'1"N, 90°26'14"W ±13ft ▲ 621ft



Gabriella Miller

07 Jun 2023 13:27:26

NW 270 300 330 0 30
327°NW (T) 42°18'1"N, 90°26'14"W ±13ft ▲ 602ft

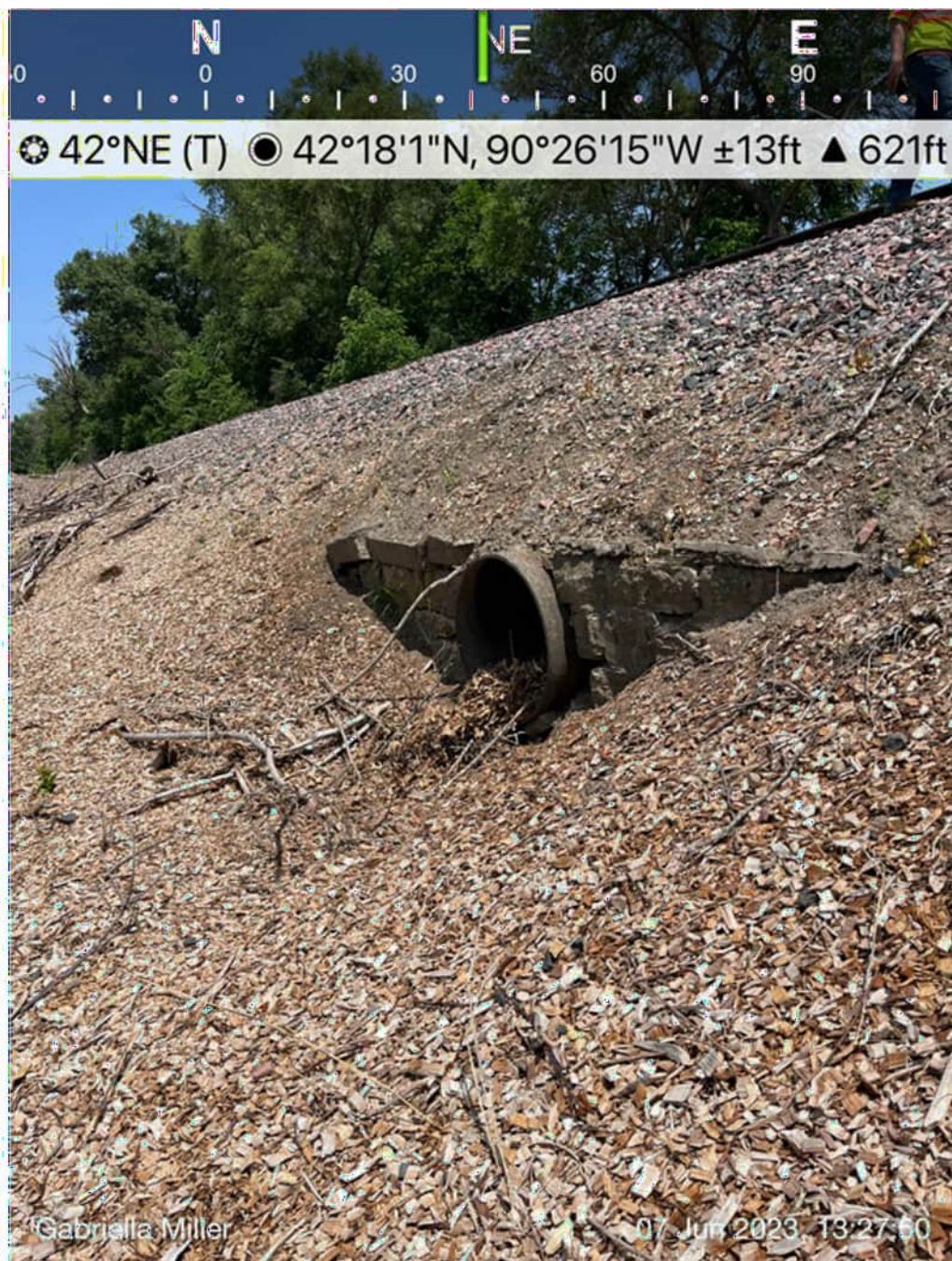


N 0 30 60 90 120 SE
66°NE (T) 42°18'1"N, 90°26'15"W ±13ft ▲ 623ft



Gabriella Miller

07 Jun 2023 13:27:31





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-07-23 10:34	CPKC Project Name	Bellevue	Bridge Milepost	25.50	County	Jackson
Structure Name (if exists)	Ex Culvert CV2	Structure Coordinates (latitude and longitude)	42°19'19"N 90°25'52"W	Structure Height (approximate)	78"	Structure Length	60'
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			
				Notes:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground ☒ Open vegetation ☐ Closed vegetation				☐ Agricultural ☐ Grassland ☐ Commercial ☐ Ranching			
☐ Rip-rap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☐ Residential-urban ☒ Residential-rural ☐ Woodland/forested			
☐ Road/trail - Type: ☐ Other:				☐ 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:					

SW W NW
210 240 270 300 330
274°W (T) 42°19'19"N, 90°25'52"W ±13ft ▲ 596ft



NE E SE
30 60 90 120 150
100°E (T) 42°19'19"N, 90°25'52"W ±32ft ▲ 610ft



Gabriella Miller

07 Jun 2023, 10:35:46

NW N NE
300 330 0 30 60
349°N (T) 42°19'19"N, 90°25'52"W ±32ft ▲ 611ft

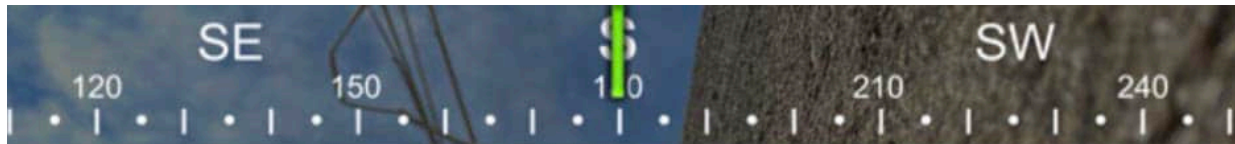


NE E SE
30 60 90 120 150
95°E (T) 42°19'19"N, 90°25'52"W ±13ft ▲ 613ft



Gabriella Miller

07 Jun 2023, 10:35:54



☉ 180°S (T) ● 42°19'19"N, 90°25'52"W ±13ft ▲ 613ft



Gabriella Miller

07 Jun 2023, 10:36:49



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-07-23 11:53 AM		CPKC Project Name Bellevue	Bridge Milepost 25.21	County Jackson
Structure Name (if exists) Ex Culvert CV5		Structure Coordinates 42°19'4"N (latitude and longitude) 90°25'53"W	Structure Height (approximate) 24" Diameter	Structure Length 38'
Structure Type (check one)			Structure Material (check all that apply)	
Bridge Construction Style			Deck Material	Beam Material
☐ Cast-in-place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam			☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other:	☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:
Culvert Type			End/Back Wall Material	Creosote Evidence
☐ Box ☐ Pipe/Round ☐ Other:			☐ Concrete ☐ Steel ☐ Timber ☐ Other:	☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:
Other Structure			Culvert Material	Notes:
☐ Other:			☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:	☐ Yes ☒ No ☐ Unknown
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:		

SW W NW
210 240 270 300 330
277°W (T) 42°19'4"N, 90°25'53"W ±13ft ▲ 615ft



W NW N
270 300 330 0 30
334°NW (T) 42°19'4"N, 90°25'53"W ±13ft ▲ 612ft

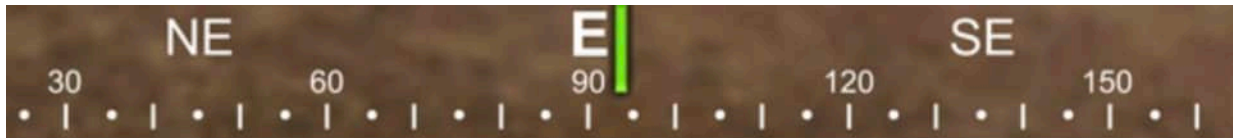


W NW N
270 300 330 0 30
328°NW (T) 42°19'4"N, 90°25'53"W ±13ft ▲ 611ft



NE E SE
30 60 90 120 150
95°E (T) 42°19'4"N, 90°25'53"W ±13ft ▲ 611ft





☀ 94°E (T) ● 42°19'4"N, 90°25'53"W ±13ft ▲ 610ft



Gabriella Miller

07 Jun 2023, 11:55:55



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-07-23 10:29		CPKC Project Name Bellevue	Bridge Milepost 25.56	County Jackson
Structure Name (if exists) Ex Culvert CV1		Structure Coordinates 42°19'22"N (latitude and longitude) 90°25'52"W	Structure Height (approximate) 30" Diameter	Structure Length 47'
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 ☐ Concrete ☐ Concrete ☐ Timber ☐ Steel ☐ Stone/Masonry ☐ Open grid ☐ Timber ☐ Other: ☐ Other:	
☐ Flat Slab/Box ☐ Steel I-beam			Creosote Evidence ☐ Yes ☒ No ☐ Unknown Notes:	
☐ Truss ☐ Covered				
☐ Parallel Box Beam ☐ Other:			Culvert Material ☐ Metal ☒ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:	
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 # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Species ☐ Odor ☐ Photos N/A		
Name: Gabriella Parker		Signature:		

SW W NW
0 240 270 300 330
282°W (T) 42°19'22"N, 90°25'52"W ±13ft ▲ 607ft



NE E SE
30 60 90 120 150
92°E (T) 42°19'22"N, 90°25'52"W ±13ft ▲ 598ft



Gabriella Miller 07 Jun 2023, 10:32:12

SW W NW N
240 270 300 330 0
292°W (T) 42°19'22"N, 90°25'52"W ±13ft ▲ 609ft



Gabriella Miller 07 Jun 2023, 10:30:10



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-07-23 11:24		CPKC Project Name Bellevue		Bridge Milepost 25.49		County Jackson	
Structure Name (if exists) Ex Culvert CV4		Structure Coordinates 42°19'18"N (latitude and longitude) 90°25'53"W		Structure Height (approximate) 24" Diameter		Structure Length 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		☐ 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		Other Structure		Culvert Material		Creosote Evidence	
☐ Box				☒ Metal		☐ Yes ☒ No	
☒ 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		☐ 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:		☐ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☒ Bridges/culverts: rough surfaces or imperfections in concrete				☐ Guano		☐ Odor ☐ Photos	
☐ Other structures: soffits, rafters, attic areas				☐ Staining		☐ Photos	
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ Crack between concrete railings on top of the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
Name: Gabriella Parker				Signature:			





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-07-23 1:02 PM		CPKC Project Name Bellevue		Bridge Milepost 24.55		County Jackson	
Structure Name (if exists) Ex Culvert CV6		Structure Coordinates 42°18'29"N (latitude and longitude) 90°25'56"W		Structure Height (approximate) 48" Diameter		Structure Length 60'	
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	
☐ Flat Slab/Box		☐ Steel I-beam		☐ Concrete		☐ Concrete	
☐ Truss		☐ Covered		☐ Timber		☐ Steel	
☐ Parallel Box Beam		☐ Other:		☐ Open grid		☐ Timber	
				☐ Other:		☐ Other:	
Culvert Type		Other Structure		Culvert Material		Creosote Evidence	
☐ Box		☐		☐ Metal		☐ Yes ☐ No	
☐ 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		☒ 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	
				☐ 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 Gap Railing		☒ 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 guiderails		☒ 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:			

SW W NW
210 240 270 300 330
267°W (T) 42°18'29"N, 90°25'56"W ±19ft ▲ 671ft



E SE S
90 120 150 180 210
147°SE (T) 42°18'29"N, 90°25'57"W ±13ft ▲ 595ft



Gabriella Miller

07 Jun 2023, 13:03:42

W JW N
0 270 300 330 0
312°NW (T) 42°18'29"N, 90°25'56"W ±13ft ▲ 619ft



NE E SE
30 60 90 120
75°E (T) 42°18'29"N, 90°25'57"W ±13ft ▲ 600ft



Gabriella Miller

07 Jun 2023, 13:03:48



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-07-23 1:10 PM		CPKC Project Name Bellevue	Bridge Milepost 24.15	County Jackson
Structure Name (if exists) Ex Bridge BR 24.15		Structure Coordinates 42°18'12"N (latitude and longitude) 90°26'9"W	Structure Height (approximate) 16.3'	Structure Length 139'2"
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			☐ End/Back Wall Material ☒ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss ☐ Covered			Creosote Evidence ☐ Yes ☒ No	
☐ Parallel Box Beam ☐ Other:			Culvert Material ☐ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:	
Culvert Type			Notes:	
☐ Box ☐ Pipe/Round ☐ Other:			☐ Yes ☒ No ☐ Unknown	
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:		

E 90 120 150 180 210 SW
160°S (T) 42°18'12"N, 90°26'9"W ±16ft ▲ 601ft



NE 60 90 120 150 S
109°E (T) 42°18'12"N, 90°26'9"W ±13ft ▲ 586ft



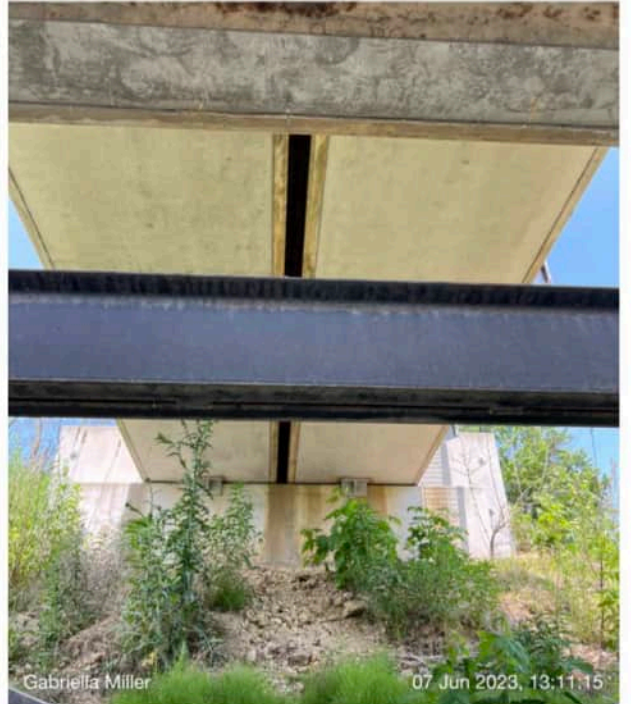
Gabriella Miller

07 Jun 2023, 13:11:09

NE 30 60 90 120 150 SE
94°E (T) 42°18'12"N, 90°26'10"W ±13ft ▲ 600ft



SW 240 270 300 330 N
293°NW (T) 42°18'12"N, 90°26'9"W ±9ft ▲ 592ft



Gabriella Miller

07 Jun 2023, 13:11:15

W 240 W 270 300 NW 330 N 0

☉ 296°NW (T) ● 42°18'12"N, 90°26'9"W ±13ft ▲ 590ft



W 270 NW 300 N 30

☉ 327°NW (T) ● 42°18'12"N, 90°26'9"W ±13ft ▲ 594ft



Gabriella Miller

07 Jun 2023, 13:13:37

SE 150 S 180 210 SW 240 W 270

☉ 202°S (T) ● 42°18'12"N, 90°26'9"W ±13ft ▲ 590ft



NW 300 N 30 NE 60

☉ 358°N (T) ● 42°18'12"N, 90°26'9"W ±13ft ▲ 594ft



Gabriella Miller

07 Jun 2023, 13:13:45

S 180 SW 210 240 W 270 300

☉ 236°SW (T) ☉ 42°18'12"N, 90°26'9"W ±16ft ▲ 604ft



NW 330 N 0 NE 30 60

☉ 15°N (T) ☉ 42°18'12"N, 90°26'9"W ±19ft ▲ 605ft



Gabriella Miller

07 Jun 2023, 13:14:30

S 180 SW 210 240 W 270 300

☉ 231°SW (T) ☉ 42°18'12"N, 90°26'9"W ±16ft ▲ 603ft



SW 210 240 W 270 NW 330

☉ 278°W (T) ☉ 42°18'12"N, 90°26'9"W ±13ft ▲ 608ft



Gabriella Miller

07 Jun 2023, 13:14:43

SW W NW
210 240 270 300 330
270°W (T) 42°18'12"N, 90°26'9"W ±13ft ▲ 606ft



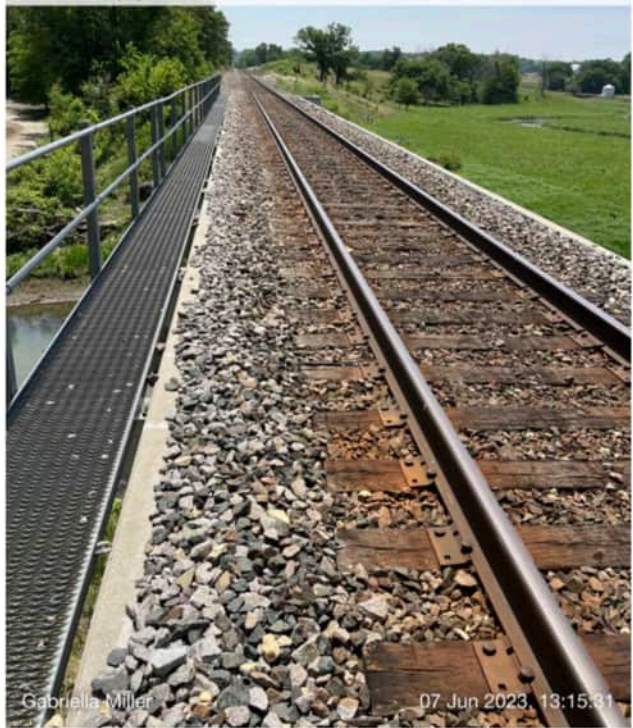
S SW W
150 180 210 240 270
216°SW (T) 42°18'12"N, 90°26'9"W ±13ft ▲ 606ft



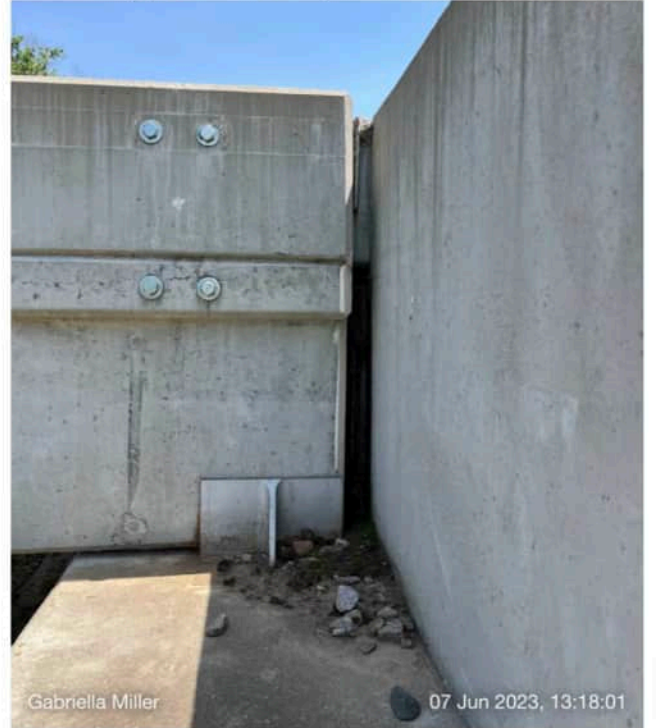
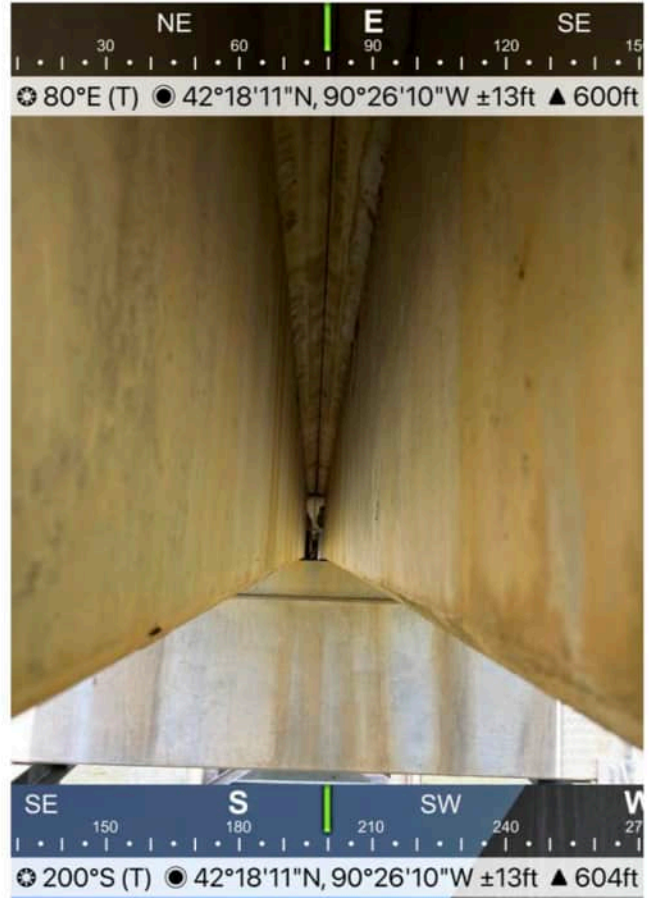
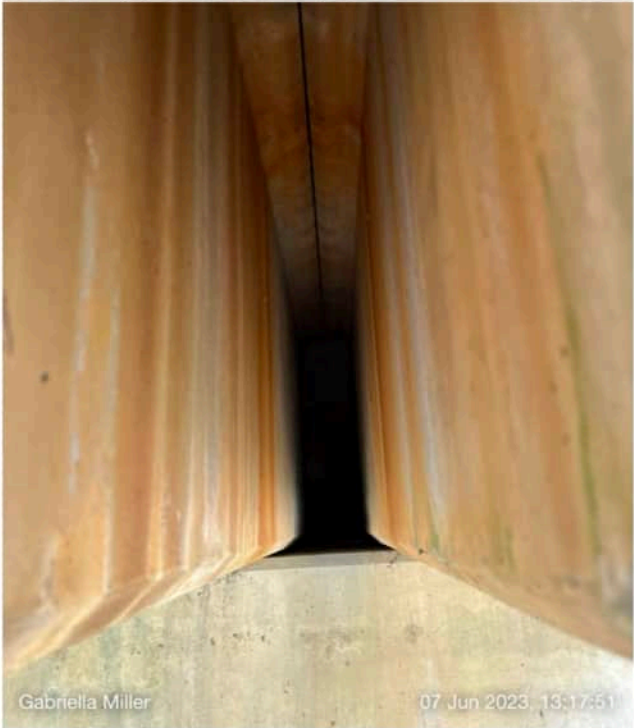
NE E SE
60 90 120 150
106°E (T) 42°18'13"N, 90°26'9"W ±13ft ▲ 607ft



SE S SW
150 180 210 240
196°S (T) 42°18'12"N, 90°26'9"W ±13ft ▲ 609ft











TECHNICAL MEMORANDUM

To: Joe Van Humbeck, Director Impact Assessment & Natural Environment, CPKC
Joe.Vanhumbeck@cpkcr.com

Kyle Sumsion, Manager System Environmental Assessment
Kyle.Sumsion@cpkcr.com

From: Josh Fletcher, Principal Investigator, HDR
Tim Dolan, Archaeologist, Actalent

July 12, 2024

HDR Rail Monitoring Summary Report, June 2024, Camanche, Iowa

PROJECT DESCRIPTION

HDR, Inc. (HDR) was contracted by Canadian Pacific and Kansas City Southern (CPKC) to monitor for cultural resources during the construction of capital improvements along the CPKC rail right-of-way. This summary report for the Camanche, Iowa project area documents the completed cultural resource monitoring activities undertaken by HDR between May 21 and June 14, 2024.

The Camanche, Iowa Project consisted of approximately 2,850 feet of siding rail extension, clearing and constructing access to future switch cabin locations, and ongoing right-of-way maintenance. The project area was located between mileposts (MPs) 159.76 - 160.30 running nominally north to south. The portion monitored consisted almost exclusively of existing ballast and fill, with a small area of alluvial sand and gravels in un-disturbed condition along the CPKC right-of-way for the Camanche Siding Extension.

Tim Dolan was the assigned Archaeological monitor for the entire scope of the Camanche Project. A total of 16 working days from May 21 to June 14 were monitored (Table 1).

Table 1. Cultural Resource Monitor and Dates of Monitoring at the Camanche, Iowa Project Area

HDR Cultural Resource Monitor	Dates of Construction Monitoring
Tim Dolan	May 21, 22, 23, 28, 29, 30, 31
Tim Dolan	June 1, 4, 5, 6, 10, 11, 12, 13, 14

MONITORING METHODS

HDR monitoring methods consisted of visual inspection of all ground-disturbing activities, including but not limited to, excavation, bulldozing, scraping, soil mixing for stabilization, and topsoil clearing. The archaeologist on-site observed and inspected all soil removal and disturbance and monitored for the presence of cultural resources. Cultural resources could include bone, thermal or stone features, isolated artifacts, artifact concentrations, and historic artifacts. The archaeologist also inspected the surrounding area and topsoil stockpiles for cultural resources. The archaeologist worked closely with construction management and field personnel about expectations for monitoring and the process if cultural resources are uncovered, and field personnel were cooperative in the effort. The archaeologist remained onsite daily until all new ground disturbance was complete.

MONITORING SUMMARY

The specific construction activities monitored and results at the Camanche, Iowa, project area between the dates of May 21 and June 14 inclusive are presented in Table 2.

Table 2. Camanche, Iowa, Project Area Construction Activities and Results

<i>Summary of Construction Activities</i>	Results
Topsoil removal, cut to grade, cut for fill, excavation for boring pits for culvert pipe installation, clearing for signal cabin locations	No cultural resources were identified during monitoring.

RESULTS

No intact cultural features or artifacts were observed throughout the project duration. The only anthropogenic items observed were general railroad debris, a modern trash pit full of plastic sheeting, and modern surface trash from previous construction and surrounding properties. No significant cultural resources have been impacted by construction.

CONCLUSIONS

From May 21 to June 14, 2024, HDR archaeologist Tim Dolan, under direction of Secretary of the Interior (SOI)-qualified Senior Archaeologist Josh Fletcher (Principal Investigator), monitored all new ground disturbance in the designated project area; nominally between Camanche MPs 160.0 and 160.5 (Tables 3 and 4). During this period, no cultural remains were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

Table 3. Monitoring Locations and Results - May 2024

Date	Monitoring Location	Construction Activities Monitored	Results
May 21, 2024	MP 160.30-159.76	Hand shoveled potholes for subsurface electric locations, minor fill and grade smoothing on the access road with skid steer.	No findings.
May 22, 2024	MP 160.30-159.76	Grading, potholing.	No findings.
May 23, 2024	MP 160.30-159.76	Grading.	No findings.
May 24, 2024	MP 160.30-159.76	No construction activities. Holiday weekend.	None.
May 25-26, 2024	MP 160.30-159.76	No construction activities. Holiday weekend.	None.
May 27, 2024	MP 160.30-159.76	No construction activities. Memorial Day.	None.
May 28, 2024	MP 160.30-159.76	Borehole pit excavation, grading.	No findings.
May 29, 2024	MP 160.30-159.76	Bore pit excavation, ROW grading, potholing.	No findings.
May 30, 2024	MP 160.30-159.76	Bore pit excavation, ROW grading, potholing.	No findings.
May 31, 2024	MP 160.30-159.76	Outflow basin excavation.	No findings.

Table 4. Monitoring Locations and Results - June 2024

Date	Monitoring Location	Construction Activities Monitored	Results
June 1, 2024	MP 160.30-159.76	No construction activities. Rainout.	None.
June 2, 2024	MP 160.30-159.76	No construction activities. Weekend	None.
June 3, 2024	MP 160.30-159.76	Potholing, grading.	No findings.
June 4, 2024	MP 160.30-159.76	General construction activities. No ground disturbing activities.	No findings.

June 5, 2024	MP 160.30-159.76	Trucking in ballast and sub ballast, spreading sub ballast.	No findings.
June 6, 2024	MP 160.30-159.76	General construction activities. No ground disturbing activities.	No findings.
June 7, 2024	MP 160.30-159.76	No construction activities. Weekend	None.
June 8, 2024	MP 160.30-159.76	No construction activities. Weekend	None.
June 9, 2024	MP 160.30-159.76	No construction activities. Weekend	None.
June 10, 2024	MP 160.30-159.76	Excavation.	None.
June 11, 2024	MP 160.30-159.76	General construction activities. Trenching for French drain. No ground disturbing activities exposing intact soil/sediments with significant cultural remains (modern plastic trash).	No findings.
June 12, 2024	MP 160.30-159.76	Excavation of drain trench.	No findings.
June 13, 2024	MP 160.30-159.76	General construction activities. Trenching for French drain. No ground disturbing activities exposing intact soil/sediments with significant cultural remains.	No findings.
June 14, 2024	MP 160.30-159.76	General construction activities. Trenching for French drain. No ground disturbing activities exposing intact soil/sediments with significant cultural remains.	No findings.



Photo Date: May 22, 2024

Photo Direction: North

Description of photo: Pot-holing to locate electric lines.



Photo Date: May 23, 2024

Photo Direction: East

Description of photo: Blading ballast to desired grade.



Photo Date: May 23, 2024

Photo Direction: East

Description of photo: Tree base crowns 3-6 ft below ballast/site grade.



Photo Date: May 28, 2024

Photo Direction: Northwest

Description of photo: Commencing excavation/preparation of culvert bore pit.



Photo Date: May 28, 2024

Photo Direction: West

Description of photo: Disturbed clay deposits below ballast fill 4-5 ft. below grade in bore pit.



Photo Date: May 28, 2024

Photo Direction: Northeast

Description of photo: Grading north section south of bridge.



Photo Date: May 29, 2024

Photo Direction: East

Description of photo: Pothole profile showing alluvial sand/gravel below disturbed topsoil.



Photo Date: May 29, 2024

Photo Direction: Northwest

Description of photo: Gleyed clay deposit at base of borepad grade.



Photo Date: May 31, 2024

Photo Direction: Southwest

Description of photo: Excavation of rip-rap basin east side of drainage culvert showing deep alluvial sand deposits.



Photo Date: June 4, 2024

Photo Direction: Southeast

Description of photo: Remove & replace soft bed material to 1 ft depth. No cultural material noted.



Photo Date: June 13, 2024

Photo Direction: Northeast

Description of photo: Trench in sub-ballast and clay sediments. No cultural material noted.



Photo Date: June 14, 2024

Photo Direction: Northeast

Description of photo: Trench excavation in sandy alluvium.



CAMANCHE SIDING EXTENSION

CPKC Final Environmental Monitoring Report



CAMANCHE SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Camanche Siding Expansion project (commonly referred to as “Camanche”) located in Clinton County, IA (Davenport Subdivision from MP 160.02 to MP 160.32). 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’s Final Decision), and this is the final report showing Camanche’s compliance with those measures.

Construction on Camanche started on May 22, 2024, and the extension was placed in service on August 23, 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.

Right of Way (ROW) boundaries were marked with blue lath and wetlands were marked with green paint with yellow ribbon to indicate work limits. All workers on site were made aware that they were to keep work within the ROW. Work on the project was successfully kept within the ROW with minimal disturbance to wetland areas. The photos below show these color-coded boundaries.



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.

The Environmental Monitor (EM) held weekly briefings with crew members regarding equipment noise throughout the duration of the Camanche capital improvement project. All work was performed between the hours of 0700 and 2100 throughout construction. 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 idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.

The Anti-Idling procedure was discussed during the initial and weekly briefings held by the EM. These briefings occurred during Safety/JSA meetings, 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 Camanche capital improvement project.

The photos below provide examples of some equipment that had to follow this policy during the project's construction period.



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.

Fugitive dust suppression controls were installed prior to starting the project. The primary method of dust control suppression was an available water truck. No dust suppression was needed throughout the capital improvement 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.

The project was able to ensure that all stabilization measures needed throughout the project were utilized within the 14-day window. This included the reutilization of topsoil material. At the end of the project, the EM returned to the site to ensure that revegetation had been maintained and was successful in its attempts to restabilize the land 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 Camanche 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.

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.

No spills occurred during the construction period of the Camanche capital improvement project. All equipment on site was equipped with spill kits with additional kits available within the contractor trailer.



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.

Petroleum products used during the Camanche capital improvement project were all handled properly with either a secondary containment method or storage within an enclosed job trailer. Each piece of equipment used on the project was also equipped with its own spill kit to manage containment immediately in case of a spill.

The photos below show these containment measures.



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.

In accordance with the Materials Management Plan, all waste products requiring disposal throughout the Camanche capital improvement project were placed in the contractor's job trailer and hauled to the state permitted Solid Waste Transfer Station in Clinton, Iowa. No dumpsters were needed on the project, and the contractor had several covered garbage cans available for disposal of trash collected on the project.



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.

Tree clearing at Camanche was completed before March 31, 2024. No eagles nests or other active bird nests were identified on the project site during tree clearing or construction, and no more trees were cleared than necessary for construction.

The photos below show the ROW after the completion of tree clearing but before construction began.



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. Tree clearing was limited specifically to areas needed for construction.

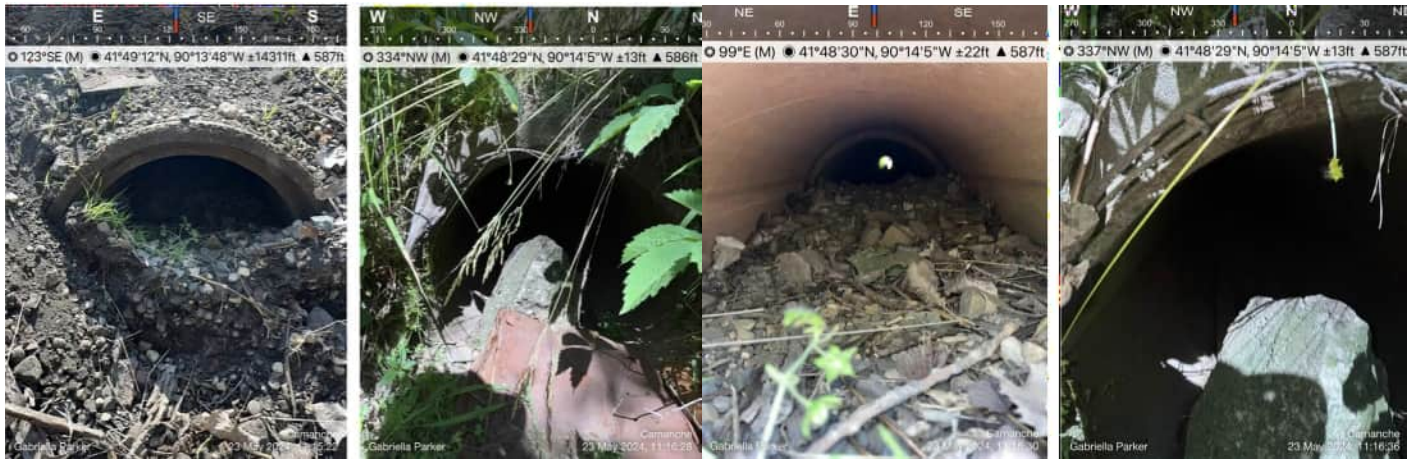
VM-Biological-04. During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, 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 complete, areas where trees had been cleared were marked with flagged survey limits so contractors could easily identify any area within ROW and near bridges where bat species could potentially be present. No bat habitat or nesting was identified throughout the Camanche capital improvement project. The photo below shows one of the areas that was inspected for bats.



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 mitigating actions. The inspection must be completed during the same year that the work takes place.

The EM completed daily inspections of the culvert at MP 160.24 prior to culvert installation that occurred on 5/30/2024. At no time did the EM find evidence of bats or bat use. Gabriella Parker, biologist for HDR, completed a final bat inspection with a report on 5/23/2024 within MP 160.24 existing culvert, with no identifying bats or nests present. 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 an inspection determined that no bat species were present, the culvert installation at MP 160.24 was completed on 5/30/2024, during bat roosting period. Daily monitoring of bat species was completed by the EM, followed by a complete inspection by Gabriella Parker, biologist for HDR. No bat species was present before or during the installation process.

Photos below show the above culvert installation performed on 5/30/2024, demonstrating that no bats were present.



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 culvert installation activities were completed within daylight hours. No temporary lighting was used during the Camanche capital improvement 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.

Wetlands were outlined in green lath to indicate sensitive habitats within the ROW. Blue lath was used to identify project ROW boundaries. Construction staging occurred within the ROW but outside of areas identified as sensitive habitats. No barricades or fencing was used.

Photos below show green and blue lath in various locations along the project.



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 Camanche capital improvement project was limited to what was necessary for construction to complete the Camanche siding extension between MP 160.2 - MP 160.32. Ground disturbance began on 5/21/2024 and was completed 6/14/2024.

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 Camanche 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 photo below as provided by the seeing contractor specifies No Noxious Weeds found and the IDOT Seeding type Requirements in Section 2.02 of the Iowa Standard Specifications for Highway Construction. No herbicide spray methods were used on the 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 Camanche capital improvement project were verified according to seed tags and the IDOT Seeding Type Requirements in Section 2.02 of Iowa Standard Specifications for Highway Construction.

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 Camanche capital improvement project, the contractor followed all requirements 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 wetland areas were identified including the placement of fill material or conveyance structures.

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 site-specific SWPPP developed for the Camanche capital improvement project. These measures included the installation of Erosion Control Devices prior to and during construction, which eliminated any sediment or pollutant discharges throughout the project. See below photos for examples of where this was used on 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 continued 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.

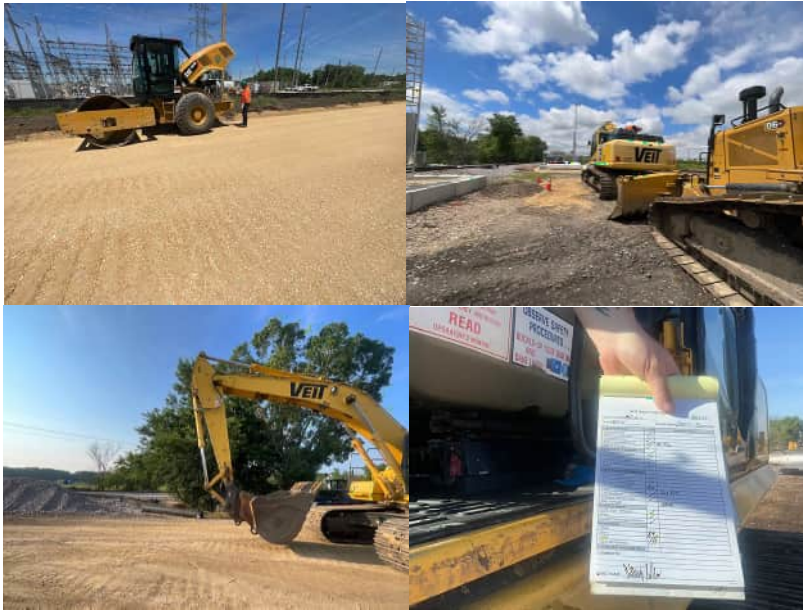
A site-specific WQMP was developed prior to construction of the Camanche capital improvement project. The EM evaluated potential surface water and stormwater quality impacts due to project construction activities throughout the project. Routine sampling and analysis of instream surface water and site stormwater sources during project construction activities was not deemed necessary at the Camanche 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.

No fish-bearing water bodies were identified within the Camanche capital improvement project location, so in-water windows and timing restrictions were not applicable.

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 Camanche 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 Camanche capital improvement project consisted of primary reused Native soils, Clean Fill and ballast material previously approved by project engineers and contractors and from state licensed local sources.



CAMANCHE SIDING EXTENSION

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APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 05-23-2024 11:15 AM	CPKC Project Name Camaranche	Bridge Milepost MP 160.24	County Clinton
Structure Name (if exists) Ex 24" Pipe	Structure Coordinates (latitude and longitude) 31°48'12"N 90°13'48"W	Structure Height (approximate) 24"	Structure Length 60'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Box Girder	☐ Steel beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other	☐ Open gird.	☐ Timber
Culvert Type		Culvert Material	
☐ Box	☐ Other Structure	☐ Metal	☐ Concrete
☐ Pipe/Round		☐ Plastic	☐ Stone/Masonry
☐ Other		☐ Other	☐ Other
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☐ Agricultural	☐ Grasslands
☒ 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: N/A
☒ Bridges/culverts: rough surfaces or imperfections in concrete		☐ Odor	☐ Photos
☒ Other structures: soffits, rafters, attic areas		☐ Staining	
☒ Concrete surfaces (open resting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	Audible: ☐ Species: N/A
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Odor	☐ Photos
☐ Crack between concrete railings on top of the bridge deck	☐ Not present	☐ Visual - live # dead #	Audible: ☐ Species:
☐ Vertical surfaces on concrete beams	☐ Not present	☐ Odor	☐ Photos
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead #	Audible: ☐ Species:
☐ Weep holes, scupper drains, and inlet pipes	☐ Not present	☐ Odor	☐ Photos
☐ All gutters	☐ Not present	☐ Visual - live # dead #	Audible: ☐ Species:
☐ All expansion joints	☐ Not present	☐ Odor	☐ Photos
Name: Gabriella Parker		Signature: Gabriella Parker	