

January 14, 2025

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 September 15 to December 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 seventh quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting September 15, 2024 and ending December 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

Danielle Gosselin
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Joe Van Humbeck
Glen Wilson
Alan Summerville
Waymon Peer



CPKC Quarterly Environmental Mitigation Measure Compliance Report Number 7

This report includes compliance activities completed between September 15 and December 14, 2024 (Quarter 3, 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 four Notice of Violations from the FRA related to operational safety of employees: Notice of Violation – September 25, 2024 – Rose Bluff Yard (Louisiana). Failure to apply a sufficient number of hand brakes. Notice of Violation – September 30, 2024 – Kendrick Yard (Mississippi). Failure to apply a sufficient number of hand brakes. Notice of Violation – November 6, 2024 – Rose Bluff Yard (Louisiana). Failure to apply a sufficient number of hand brakes. Notice of Violation – November 25, 2024 – Letanier Yard (Louisiana). Failure to apply a sufficient number of hand brakes.
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.

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4	General Mitigation Measures	MM-General-02. <i>The Applicants shall submit quarterly reports to OEA on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures. The reporting period for these quarterly reports shall begin on the date of the Board’s final decision authorizing the acquisition and continue for seven years, or one year after the Applicants have completed capital improvements related to the acquisition, whichever is longer. The Applicants shall submit copies of the quarterly reports within 30 days following the end of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	This is CPKC’s seventh quarterly compliance report, covering the period of September 15 to December 14, 2024.
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, except that CPKC received two Notice of Violations from the FRA related to the transportation of hazardous materials: Notice of Violation – October 30, 2024 – Portal (North Dakota). Forwarded a hazardous materials tank car with the dome lid open. Notice of Violation – December 3, 2024 Humbolt Yard (Minnesota). A hazardous materials tank car was transported with a defective bottom outlet valve.
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 16 TRANSCAER and other training events during the reporting period, engaging with over 500 first responders and other participants.

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9	Freight and Passenger Rail Safety	VM-Rail-04. <i>The Applicants will offer to fund the participation in railroad focused emergency response training at the Association of American Railroads’ Security and Emergency Response Training Center in Pueblo, Colorado, of two qualified firefighters providing service within each of the potentially affected communities.</i>	During the reporting period, the CPKC Emergency Response and Hazardous Materials team hosted two courses at the University of Illinois Fire Service Institute (October 8&9 and October 10&11). Additionally, this team hosted a course at the Security and Emergency Response Training Center (October 22 – 24). In total, CPKC offered training to qualified firefighters from 236 communities along the Chicago to Laredo corridor. CPKC ran seven different classes (two classes at Texas A&M Engineering Extension Services [TEEX], two classes at the University of Illinois Fire Service Institute [IFSI], one class at the Mississippi State Fire Academy [MSFA], and two classes at the Security and Emergency Response Training Center [SERTC]) training a total of 73 firefighters. This measure is now complete.
10	Freight and Passenger Rail Safety	VM-Rail-05. <i>The Applicants will leverage CP’s extensive emergency response equipment assets by reviewing coverage of those assets across CPKC. The Applicants will either redistribute existing assets or add new equipment assets to improve emergency response capabilities relating to the potentially affected communities on CPKC.</i>	In 2024, CPKC procured 3 Command Trailers, 3 Meeting Tents with HVAC, 1 Transfer Trailer, 3 Foam Trailers, and 2 Flare Stakes. These assets were distributed across the southern portion of the CPKC network and improved emergency response capabilities relating to potentially affected communities. This measure is now complete.
11	Freight and Passenger Rail Safety	VM-Rail-06. <i>The Applicants will abide by their commitments to Amtrak in their agreement dated December 17, 2021. In general, the Applicants will support the efforts of Amtrak and the Southern Rail Commission to establish Amtrak service between New Orleans and Baton Rouge, and study the potential for Amtrak service between Meridian, Mississippi and Dallas, Texas. Additionally, Applicants will work with Amtrak to increase the frequency on the Hiawatha service between Chicago and Milwaukee; extend Hiawatha service from Milwaukee to Saint Paul and create a second round-trip on the Twin Cities-Milwaukee-Chicago corridor; and establish passenger service through the Detroit River Tunnel, connecting Detroit to Windsor,</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

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		<i>Ontario in order to facilitate passenger service between Detroit and Windsor connecting to VIA Rail.</i>	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 Wis-Dot on the agreed upon infrastructure projects around the Milwaukee area. Design work continues to progress on these projects. Wis-Dot is still working to secure the funding for the infrastructure projects around the Milwaukee area. Once these projects are completed Amtrak will be allowed to add an eighth-round trip. In October, WisDOT received notice that the FRA awarded it nearly \$73 million for the Muskego Yard Bypass Project in Milwaukee. This is a significant milestone event and to celebrate the news CPKC participated in an announcement event with FRA, WisDOT, Amtrak and the City of Milwaukee. • 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.
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 DOT and the FRA, in conjunction with communities both seeking to secure grade separation funding or crossing improvements as well as those who have secured funding to assist in implementation. On October 2, CPKC provided a letter of support to the City of Muscatine, IA for a grant application to the Rail Crossing Elimination program of the FRA.

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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 294 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 (amongst others): - 65 reports from along the Ottumwa Subdivision - 45 reports from along the Heavener Subdivision - 38 reports from along the Davenport Subdivision - 38 reports from along the Marquette Subdivision - 29 reports from along the Shreveport Subdivision To be as complete as possible, CPKC also queried the FRA's Blocked Crossing Database. That database showed 101 reports of blocked crossings along the Chicago, IL to Laredo, TX corridor, including 19 from Iowa and 34 from Missouri. Because the FRA database is independent of reports to CPKC's PSCC, these 101 blocked crossings may involve some of the same incidents reported to the PSCC.
15	Grade Crossing Safety and Delay	VM-Grade Crossing-03. <i>The Applicants will consult with potentially affected communities to improve visibility at roadway/rail at-grade crossing by clearing vegetation where practicable.</i>	CPKC undertook mechanical vegetation management at 35 crossings during the reporting period.
16	Grade Crossing Safety and Delay	VM-Grade Crossing-04. <i>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.</i>	No new alternate access roads were proposed during the reporting period.
17	Grade Crossing Safety and Delay	VM-Grade Crossing-05. <i>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.</i>	During the reporting period, CPKC did not need to close any road crossings to facilitate the construction of the Capital Improvement Projects.

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18	Grade Crossing Safety and Delay	VM-Grade Crossing-06. <i>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.</i>	During the reporting period, the CPKC Public Safety Communications Center provided notice on 189 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, amongst others, 63 occasions along the Heavener Subdivision; 38 occasions along the Marquette Subdivision; 34 occasions along the Davenport Subdivision and 19 occasions along the Kansas City Subdivision.
19	Grade Crossing Safety and Delay	MM-Grade Crossing-01. <i>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.</i>	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. <i>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.</i>	CPKC is not aware of any Quiet Zones which have fallen out of compliance with FRA regulations as a result of merger related train traffic increases.
21	Noise and Vibration	VM-Noise-02. <i>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.</i>	During the reporting period, three night shifts were required (Oct 29, Dec 5, and Dec 12) for switch reconfiguration on the Grandview working tracks to reduce impacts to train operations. No other construction activities occurred between the hours of 2100 and 0700.
22	Noise and Vibration	VM-Noise-03. <i>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.</i>	All the Capital Improvement Projects have been designed with continuously welded rail.
23	Noise and Vibration	MM-Noise-01. <i>To minimize noise and vibration, the Applicants shall maintain rail and rail beds according to American Railway Engineering and Maintenance-of-Way Association standards.</i>	During the reporting period, CPKC 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. <i>The Applicants shall comply with FRA regulations establishing decibel limits for train operations.</i>	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.

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25	Noise and Vibration	MM-Noise-03. <i>The Applicants shall consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors.</i>	During the reporting period, CPKC completed installation of the rail lubricators. This measure is now complete.
26	Noise and Vibration	MM-Noise-04. <i>The Applicants shall employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures may include:</i> <i>a) Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;</i> <i>b) Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations;</i> <i>c) Regularly maintaining locomotives and keeping mufflers in good working order; and</i> <i>d) Removing or consolidating switches that the Applicants determine are no longer needed.</i>	a) During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of violation from the FRA related to the maintenance of railcar wheels. b) CPKC did not undertake any rail grinding in the Chicago to Laredo corridor during the reporting period. c) As part of CPKC’s routine locomotive maintenance program, mufflers and other components of the exhaust system are inspected at regular intervals and repaired as required. During the reporting period, CPKC was in compliance with all applicable FRA regulations and did not receive any Notices of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers. d) CPKC removed seven mainline switches during the reporting period. This included two on the Davenport Subdivision, three on the Ottumwa Subdivision and two on the Kansas City Subdivision.
27	Noise and Vibration	MM-Noise-05. <i>The Applicants shall promptly respond to community inquiries concerning the establishment of Quiet Zones and assist communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	VM-Air-01. <i>The Applicants commit to developing Green House Gas (GHG) reduction targets for the combined network and request verification as appropriate from the Science Based Targets initiative (SBTi). As reference, CP’s current SBTi approved target is a 38.3% reduction in well-to-wheels GHG emissions (on an intensity basis) from locomotive operations by 2030 compared to a 2019 base year. CP has also committed to committed to 27.5% GHG reduction (on an absolute basis) by 2030 compared to a 2019 base year for non-locomotive Scope 1 and Scope 2 emissions. KCS has a SBTi target to reduce Scope 1 and 2 GHG emissions by 42% by 2034.</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
29	Air Quality and Climate Change	VM-Air-02. <i>The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.</i>	CPKC has 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	VM-Air-03. <i>As part of the ongoing reconfiguration of Bensenville Yard (a non-merger related project being undertaken as part of the development of the Illinois Tollway’s Elgin O’Hare Western Access Project), the Applicants commit to undertake studies to identify ways to reduce the GHG emissions (and by extension, also reduce other air emissions) at Bensenville Yard.</i>	Complete.
31	Air Quality and Climate Change	VM-Air-04. <i>The Applicants will comply with U.S. Environmental Protection Agency (EPA) emissions standards for diesel-electric railroad locomotives when purchasing and rebuilding locomotives.</i>	CPKC took delivery of five secondhand GE Tier 4 locomotives during the reporting period. These locomotives comply with the EPA’s current emissions standards.
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</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.

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		<i>practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.</i>	
36	Cultural Resources	MM-Cultural-01. <i>Prior to beginning any construction activities related to the 25 planned capital improvements, the Applicants shall prepare a construction monitoring plan that addresses the following:</i> • <i>Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties;</i> • <i>Monitoring of construction activities by a qualified professional archaeologist;</i> • <i>Provisions for monitoring and coordination for work within tribal reservation boundaries;</i> • <i>Provisions for the unanticipated discovery of archaeological sites or associated artifacts during construction activities, including procedures for notifying OEA and the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), pursuant to 36 C.F.R. § 800.13(b) in the event of an unanticipated discovery; and</i> • <i>Provisions for complying with the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001-3013) and other applicable federal, state, and local laws and regulations in the event of inadvertent discoveries of an unanticipated discovery of unmarked human remains during construction activities.</i> <i>The Applicants shall provide the construction monitoring plan to OEA and appropriate THPOs for review no later than 30 days prior to the start of any construction activities related to the 25 planned capital improvements and shall abide by the provisions of the plan, including any revisions by OEA and appropriate THPOs, during construction activities.</i>	Complete.
37	Cultural Resources	MM-Cultural-02. <i>The Applicants shall abide by their commitments to design and engineer the 25 planned capital improvements to remain within existing rail ROW, to maintain the existing rail footprint in locations immediately adjacent to archaeological sites that OEA has identified as eligible for listing on the National Register, and to not perform any construction activities related to the 25 planned capital improvements within the boundaries of National Register-eligible archeological sites identified by OEA.</i>	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvements so as to maintain the existing rail footprint in locations immediately adjacent to archaeological and historical sites which the OEA has identified as eligible for listing on the National Register.

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38	Hazardous Material Release Sites	VM-Haz. Material Sites-01. <i>The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous material are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.</i>	CPKC's contractors have included measures in their Health and Safety Plans to protect workers in the event previously undocumented hazardous materials are discovered.
39	Hazardous Material Release Sites	VM-Haz. Material Sites-02. <i>Prior to the start of construction for each Capital Improvement Project, the Applicants will develop a site-specific spill prevention, control and response plan. This plan will specify measures to prevent the release of petroleum products or other hazardous materials during construction activities and contain such discharges if they occur.</i>	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.
40	Hazardous Material Release Sites	VM-Haz. Material Sites-03. <i>In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.</i>	There were no reportable spills at the Capital Siding Improvement Projects during the reporting period.
41	Hazardous Material Release Sites	VM-Haz. Material Sites-04. <i>During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.</i>	All petroleum products on site are properly stored and inspected daily by each site's respective environmental monitor.
42	Hazardous Material Release Sites	VM-Haz. Material Sites-05. <i>The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.</i>	All waste generated on site at the Capital Improvement Projects under construction was disposed of in accordance with applicable laws and regulations.
43	Hazardous Material Release Sites	MM-Haz Material Sites-01. <i>The Applicants shall notify EPA prior to undertaking any capital improvements related to the acquisition within the EPA Orongo-Duenweg Mining Belt Superfund site.</i>	CPKC will notify the EPA prior to beginning construction on the Asbury Siding Extension.

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44	Hazardous Material Release Sites	MM-Haz Material Sites-02. <i>The Applicants shall notify the Iowa Department of Natural Resources prior to undertaking any capital improvements related to the acquisition that could affect the Archer Daniels Midland Corn Processing Facility Industrial Waste Landfill near the Camanche, Iowa site.</i>	Complete.
N/A	Hazardous Material Release Sites	MM-Haz Material Sites-03. <i>Appendix C of the Board’s Decision approving, with conditions, CP acquisition of KCS did not contain a Mitigation Measure with this label.</i>	N/A
45	Hazardous Material Release Sites	MM-Haz Material Sites-04. <i>The Applicants shall use established standards for recycling or reuse of construction materials, such as ballast and rail ties, during the construction of capital improvements related to the acquisition. When recycling construction materials is not a viable operation, the Applicants shall use disposal methods that comply with applicable solid and hazardous waste regulations.</i>	No used ballast or rail ties were generated at the Capital Improvement Projects during the reporting quarter and thus none were reused.
46	Hazardous Material Release Sites	MM-Haz Material Sites-05. <i>For capital improvements related to the acquisition, the Applicants shall follow American Society of Testing and Materials E1527-05, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process in areas where potential contamination could be encountered. If the Applicants encounter contamination (or signs of potential contamination) during these activities, Applicants shall perform a Phase 2 environmental investigation. Should findings of a Phase 2 environmental investigation identify contamination in soil and/or groundwater, the Applicants shall coordinate with relevant state agencies on regulatory obligations and comply with those agencies’ reasonable requirements for avoiding impacts related to soil and/or groundwater contamination.</i>	Complete.
47	Biological Resources	VM-Biological-01. <i>In alignment with CP’s Environmental Policy, the Applicants commit to implementing methods to promote No Net Loss of sensitive habitats (e.g., aquatic areas, wetlands, riparian areas, native prairie, old growth forest) when constructing the Capital Improvement Projects.</i>	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.
48	Biological Resources	VM-Biological-02. <i>Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location’s nesting season, the Applicants will consult with OEA and the local office of the</i>	CPKC began the clearing of vegetation for the 2025 Capital Improvement Projects in November to ensure compliance with the Migratory Bird Treaty Act.

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		<i>U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.</i>	
49	Biological Resources	VM-Biological-03. <i>The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).</i>	CPKC began tree removal for the 2025 Capital Improvement Projects in November, which is outside of the active season for the Indiana bat and northern long-eared bat.
50	Biological Resources	VM-Biological-04. <i>During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.</i>	Prior to the clearing of trees, surveyors clearly flagged clearing limits to ensure that there was no unnecessary removal of bat habitat.
51	Biological Resources	VM-Biological-05. <i>If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine 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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
53	Biological Resources	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 used during the quarter was downfacing with full cutoff lenses and aimed away from suitable bat habitat.
54	Biological Resources	VM-Biological-08. 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).	None of the Capital Improvement Projects have been designed with permanent lighting.
55	Biological Resources	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.	Sensitive habitats, such as wetlands, were flagged on site. The environmental monitors at each of the Capital Improvement Projects are working with the respective contractors to ensure that staging areas are not in sensitive habitat areas.
56	Biological Resources	VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.	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. 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.	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. 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.	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 during the reporting period.
59	Biological Resources	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	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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.</i>	No eagle nests have been observed at the other Capital Improvement Project sites.
60	Biological Resources	MM-Biological-01. <i>For capital improvements related to the acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.</i>	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free.
61	Biological Resources	MM-Biological-02. <i>During final design and engineering of capital improvement projects related to the acquisition, the Applicants shall reexamine the USFWS list of threatened or endangered species. If the list has changed to include newly listed species or newly designated critical habitat, or if new information reveals that listed species or critical habitat could be affected by the capital improvements, the Applicants shall consult with OEA and USFWS regarding avoidance, minimization, and mitigation measures and shall implement the measures developed in consultation with OEA and USFWS.</i>	During the final design of the Capital Improvement Projects, CPKC continues to reexamine the USFWS list of Threatened and Endangered Species and designated critical habitat and to consider whether any new information reveals that listed species could be affected. In addition, federal agencies that have permitting jurisdiction over any of the Capital Improvement Projects will oversee compliance with the Endangered Species Act.
62	Biological Resources	MM-Biological-03. <i>The Applicants shall apply the mitigation measures identified in VM Biological-03, VM-Biological-04, VM-Biological-05, VM-Biological-06 and VM Biological-07 to any planned capital improvements potentially affecting the habitat of the Tricolored bat, which USFWS has proposed for listing as Endangered.</i>	The listed mitigation measures were applied for the protection of Tricolored Bat in addition to the Indiana Bat and Northern Long-eared Bat.
63	Biological Resources	MM-Biological-04. <i>The Applicants shall implement Special Protective Measures and karst Best Management Practices if the construction of the planned capital improvements occurs in areas with karst features in Benton County, Arkansas and McDonald County, Missouri, to avoid 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</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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>Clean Water Act before initiating project-related construction activities in jurisdictional waters of the U.S.</i>	
67	Water Resources	VM-Water-04. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.</i>	The environmental monitor onsite daily at the respective Capital Improvement Projects under construction is ensuring the contractors comply with all applicable permit conditions.
68	Water Resources	VM-Water-05. <i>Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.</i>	Prior to initiating construction at the Capital Improvement Projects, CPKC is ensuring that a site-specific SWPPP is in place.
69	Water Resources	VM-Water-06. <i>For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Docket No. FD 36500 et al. 209 Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.</i>	For construction in proximity to surface waters, CPKC is ensuring a site-specific water quality monitoring plan is in place. Throughout the construction, the environmental monitor at each respective construction site has been implementing the respective water quality monitoring plan.
70	Water Resources	VM-Water-07. <i>The Applicants will minimize impacts to wetlands where practicable in the final design of the individual Capital Improvement Projects. Applicants agree to compensate for the loss of any wetlands through any one, or a combination of: purchasing credits from an authorized wetland mitigation bank, restoring a previously existing wetland or other aquatic site, enhancing an existing aquatic site's function, preserving an existing aquatic site, and/or creating a new aquatic site.</i>	CPKC continues to minimize impacts to wetlands where practicable and to offset the loss of wetland habitat through the purchase of wetland credits or other means.
71	Water Resources	VM-Water-08. <i>The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.</i>	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100 year storm event.
72	Water Resources	VM-Water-09. <i>The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.</i>	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.
73	Water Resources	VM-Water-10. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.</i>	In-water work is being scheduled at the Capital Improvement Projects to protect fish species as applicable to each respective site.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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).
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.	On November 12, CPKC representatives attended the Wakota Community Awareness and Emergency Response (CAER) meeting w/ the Minnesota DOT Tribal Affairs staff to discuss how to enhance engagement with state tribal entities.
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).	The annual Rail Safety Week fell during this reporting period. CPKC Police Officers and other CPKC Employees completed 740 Operation Lifesaver and other rail safety presentations across the US portion of the network.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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.
84	Community Agreements and Coordination	VM-Community-01. 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.	CPKC continues to engage with Houston communities and has a Houston-based representative. On September 17, CPKC attended the Greater Houston Partnership (GHP) State of The City event as well as the GHP Texas Governor’s Policy Advisor Meeting on October 17. 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 October 25, October 30 and October 31. In addition, CPKC attended the Houston Rotary Club luncheon on November 6.
85	Community Agreements and Coordination	VM-Community-02. The Applicants will provide community leaders in Houston with ways to report issues. CP has a “Community Connect” webpage that provides contact information, answers frequently asked questions, and offers other resources that will remain active for the new CPKC system. CP also has a Public Safety Communication Centre that operates 24 hours a day, 365 days a year with trained communication officers who can be reached toll-free at 1-800-716-9132. Calls into that Centre, which includes the Community Connect line and CP’s emergency lines, are tracked using sophisticated Computer Aided Dispatch (CAD) software. The communication officers in this Centre are trained to handle a range of issues, from a blocked crossing to a trespasser, and they regularly coordinate the involvement of other railroads as required for any specific incident.	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC did not receive any calls to the Community Connect line from the Houston area this quarter, and it passed on notification of three 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. 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	CPKC third party vendor, LinqThingz began installation of the predictive warning sensors during the reporting period. Sensors were installed in Pingree Grove, Bartlett, Elgin, Bensenville and Roselle.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>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> <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>	On October 19, CPKC attended a meeting of the DuPage Rail Safety Council and gave an update on the LinqThingz system implementation status. In December, CPKC reached an agreement with Metra to cover their contractor’s costs for Quiet Zone (QZ) diagnostic, application and implementation. This will enable CPKC to schedule a kick-off planning meeting with all key stakeholders in the next quarter. As of December 14th, CPKC was still awaiting diagnostic site visit notes from METRA in order to advance the Roselle QZ process.
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. On October 25, CPKC met with the City of Ottumwa and Wapello County, IA to discuss coordination of road infrastructure around the Ottumwa siding extension. On December 10, CPKC met with the City of Clinton, IA to discuss implementation of the community investment agreement. On December 10, CPKC met with the City of LeClaire, IA to discuss implementation of the community investment agreement. On December 10, CPKC met with the City of Bettendorf, IA to discuss implementation of the community investment agreement.

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			On December 11, CPKC met with the City of Davenport, IA to discuss implementation of the community investment agreement. NOTE: During this quarter, the regular City of Davenport-FRA coordination calls that routinely occur monthly, and of which CPKC voluntarily participates in, were delayed until the start of 2025. CPKC will continue to participate in those once they re-start in January 2025. In November, CPKC budgeted for the State Street signal improvements to accommodate the QZ in Hampshire, IL set for 2025 construction. Hampshire continues to work with the ICC to close the East St. crossing. In December, Pingree Grove completed the Traffic Impact Analysis in support of the development of a QZ at the Reinking Rd crossing.
88	Community Agreements and Coordination	<i>MM-Community-02. If Applicants reach additional agreements with communities or other entities following publication of this Final EIS, the Applicants shall notify the Board, and the Board will impose a condition that requires the Applicants to comply with the terms of the agreement.</i>	CPKC did not reach any additional agreements with communities in this quarter.
89	Community Agreements and Coordination	<i>MM-Community-03. 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>	Mr. Kyle Morgan has been appointed as CPKC’s Community Liaison for the Houston Area. Mr. Morgan is based in Houston and has been actively engaging with area stakeholders and attending meetings on behalf of CPKC. His contact information has been provided to the Houston Mayor’s office and Harris County officials.
90	Community Agreements and Coordination	<i>MM-Community-04. To facilitate compliance with VM-Community-03, the Applicants shall establish a Community Liaison to consult with leaders of Chicago area communities referenced in that mitigation measure (the Village of Itasca, the Village of Bensenville, the City of Wood Dale, the Village of Roselle, the Village of Schaumburg, the Village of Hanover Park, the Village of Bartlett, the City of Elgin, and DuPage County). The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the approval of the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	Larry Lloyd continues to serve as CPKC’s Community Liaison for the Chicago Area.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity

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. There were no archaeological or historical finds at the project site during the reporting period.

Bellevue, IA – New Siding

As CPKC reported in Quarterly Compliance Report 6, the new Bellevue Siding is complete. Construction on the new Smith Ferry access road is pending final agreement with Army Corps of Engineers as the property owner. The final Environmental Monitoring and Archaeological Monitoring reports previously submitted, will be amended after completion of the new Smith Ferry access road.

Monroe, IL – New Siding

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

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 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 is appended.

Deer Creek, IA – Siding Extension

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

Camanche, IA – Siding Extension

As CPKC reported in Quarterly Compliance Report 6, the Camanche siding is complete.

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, permitting work, and completed tree removal on the proposed Ottumwa siding.

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

Moravia, IA – New Siding

In this reporting period, CPKC completed tree clearing on the new Moravia Siding.

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

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 initiated construction on the Blue Valley double track.

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.

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 was part of the 2024 work.

Asbury, MO – Siding Extension

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

Goodman, MO – New Siding

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

Baron, OK – New Siding

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

Cave Springs, AR – Siding Extension

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

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 environmental 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 did not undertake any work on the proposed new Mena Siding.

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 continued 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 completed construction on the Singer Siding Extension.

CPKC had an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures was observed during the reporting period. The final environmental monitoring report 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 is appended.



MONROE SIDING EXTENSION

CPKC Final Environmental Monitoring Report



MONROE SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Monroe Siding Expansion project (commonly referred to as “Monroe Center”) located in Ogle County, IL (Chicago Subdivision from MP 72.10 to MP 75.12). 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 Monroe’s compliance with those measures.

Construction on Monroe started on October 9, 2023 and the extension was placed in service on September 24, 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 and all workers on site were made aware that they were to make sure work stayed 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 Monroe 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 Monroe capital improvement project.

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



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 put in place at various points throughout the project when it was determined that the work would potentially create significant dusting. The primary method of dust suppression was the use of dust control water trucks, which were needed periodically on the ROW and roadways throughout the duration of the Monroe capital improvement project. See below photos of these trucks in use on site.



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

All stabilization measures needed throughout the project were able to be 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 Monroe 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 that met the threshold for a "reportable spill." Two small non-reportable spills took place during the project, one on 10/16/2023 and one on 12/13/2023.

The spill on 10/16/2023 was comprised of approximately 1 gallon or less of hydraulic oil and absorbent pads were immediately used for containment. After all hydraulic oil was absorbed,

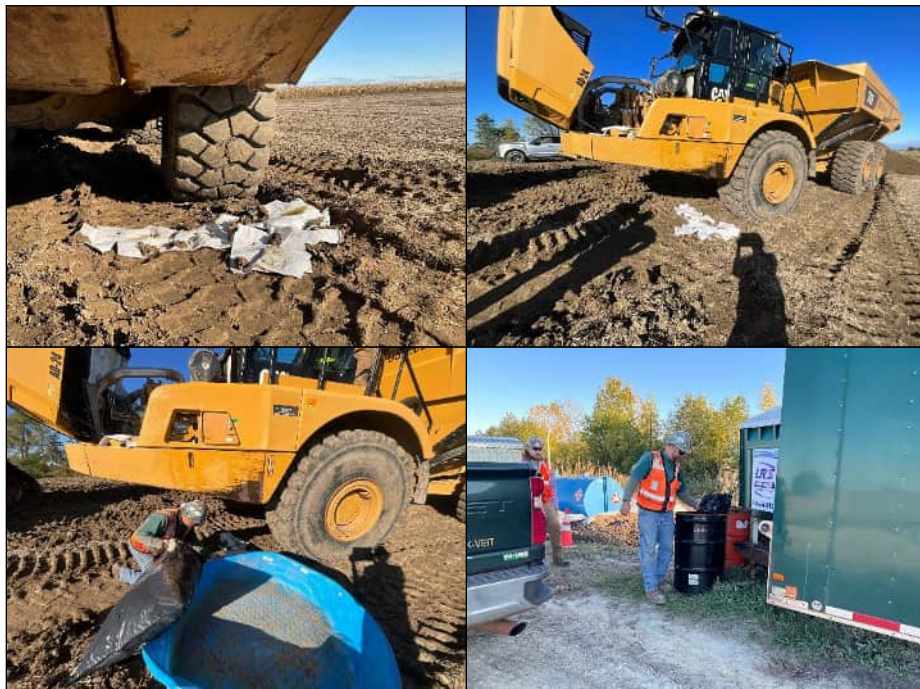
the crew shoveled the soiled materials into plastic bags and they were placed in sealed containment drums for disposal.

The spill on 12/13/2023 was comprised of approximately 2 gallons or less of oil. Again, absorbent pads were used immediately for containment. After all of the oil was absorbed, the crew shoveled the soiled materials into plastic bags and they were placed in sealed containment drums for disposal.

In both spill events, spill prevention measures were immediately implemented and all CPKC and required government entities were notified. The EM completed detailed spill reports per the requirements in the Spill Prevention, Control, and Countermeasure Plan (SPCCP). These spill reports have been included in this report as Appendix A (10/16/2023 Spill Report) and Appendix B (12/13/2023 Spill Report).

Neither spill that occurred on the project was within wetland or resource areas.

Photos of 10/16/2023 Spill at MP 74
Hydraulic Oil/ Less than 1 gallon



Photos of 12/13/2023 Spill at MP 74.3
Oil/ Less than 2 gallons



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 Monroe 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 Monroe capital improvement project were placed in dumpsters and hauled to the state-permitted Rochelle Municipal #2 Landfill in Rochelle, IL, which is certified for construction waste. The photos below show the filling of the dumpsters in preparation for disposal.



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 Monroe was completed before March 31, 2023. 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 Monroe capital improvement 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 mitigating actions. The inspection must be completed during the same year that the work takes place.

The EM completed daily inspections of culverts within MP 74.55, MP 73.36, MP 75.12 and existing culverts within MP 74.87 and MP 72.75 prior to culvert installations that occurred on 11/15/2023 and 12/7/2023. 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 10/11/2023 with no identifying bats or roosts present. Please see Appendix C 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 that determined no bat species were present, the culvert installation at MP 74.55 and MP 73.36 were completed on 11/15/2023 and 12/7/2023, avoiding the 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 11/15/2023 and 12/7/2023, 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 Monroe 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 Monroe capital improvement project was limited to the necessary construction efforts to complete the Monroe siding extension between MP 72.10 to MP 75.12. Ground disturbance began on 10/9/2023 and was completed 6/26/2024.

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 Monroe 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 seeding contractor specifies No Noxious Weeds found and the IDOT Seeding type Requirements in Section 250.07 of the Illinois 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 Monroe capital improvement project were verified according to seed tags and the IDOT Seeding Type Requirements in Section 250.07 of Illinois Standard Specifications for Highway Construction.

See below photos for various seed mix types used on the project for revegetation in addition to the ones shown above under VM-Biological-11.



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 Monroe capital improvement project, the contractor followed all water quality conditions as 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 Monroe 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 will continue through 70% post construction revegetation.



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

A site-specific WQMP was developed prior to construction of the Monroe 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 Monroe 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 Monroe 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 Monroe 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 Monroe 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.



MONROE SIDING EXTENSION
CPKC Final Environmental Monitoring Report
SPILL REPORT #2
APPENDIX A

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

Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Kristi J Blaser, Environmental Monitor 218-289-1120

Substance Spilled: Hydraulic Oil

Quantity Spilled (Do Not Speculate): Less than 1 gallon

Location:
Monroe MP 74

Date/Time Of Spill:
10/16/2023 1530 hrs

Time Spill Discovered (If Different):

Date/Time Spill Was Contained:
10/16/2023 15:35 hrs

Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged:

Injuries?

Yes No X

PPE
Available?

Yes X No

PPE Used?

Yes
X No

Supervisor Notified?

Yes X No

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

Oil fill cap released

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

Hydraulic oil maintained under equipment only.

Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment. Absorbent pads were used to contain spill area, crew shoveled area and all material was disposed of in Bags transported to containment drum within project ROW. Secondary containment was installed under equipment until repaired.

Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.) No impact to water sources within project.
Effectiveness of monitoring equipment: EM and crew were immediately onsite to contain, clean up and report spill.
Corrective/Preventative Action(s). List procedures, repairs, or other preventative measures that will minimize the potential for this type of spill to happen again. Sub-Contractor to maintain good daily maintenance practices of equipment. Crew to complete inspection of equipment prior to work within ROW.

--

SPILL REPORT FORM (Continued)

REFER TO **TABLE 5.2 IN SECTION 5.0 OF THIS PLAN**, WHICH DESCRIBES THE VARIOUS SCENARIOS THAT REQUIRE EXTERNAL REPORTING OF RELEASES. REFER TO THE TABLE BEFORE COMPLETING THE REMAINDER OF THIS FORM. **(complete only if required)**

Notifier's Name: CPKC Spill Hotline Duty Officer# Delta D501

NRC/Case No. _____
800-424-8802 Yes No ☐ ☐ Date: _____ Time: _____ Name: _____

MDNR
573-634-2436 Yes No ☐ ☐ Date: _____ Time: _____ Name: _____

[name] LEPC[phone number] ☐ Yes ☐ No Date: _____ Time: _____ Name: U.S. EPA Region 7 (913) 281-0991 ☐ Yes ☐ No
Date: _____ Time: _____ Name: _____

Other Agency ☒ Yes ☐ No Date: 10/16/2023 Time: 1545 hrs Name: _____

No. of employees in facility: 5 No. evacuated: 0

Hydraulic Oil
☐ Yes ☒ No How: _____ Material Name: CAS No: CPKC23085644 RQ: _____

General Public notified?
C. Enforcement Action(s):

--

D. Reporting Official:

Name of Reporting Official:

Kristi Blaser

Organization: HDR

Signature:

Kristi Blaser

Date:

10/16/2023

Agency Notification Standard Report (cont'd)

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

Equipment oil cap discharged from CAT 745 #AD-24 Off road truck

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

Spill was contained by using absorbent pads in spill kit. Crew used shovels and cleaned soil within are affected area, Spill material was placed in a plastic bag and placed in containment drum to be hauled by contractor to yard. Secondary containment installed under equipment until repaired by contractor.

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

Contractor to maintain daily inspections of equipment onsite throughout workday. EM will inspect equipment prior to entering project ROW.

Other pertinent information:

No water resources were affected by spill at MP 74





MONROE SIDING EXTENSION
CPKC Final Environmental Monitoring Report
SPILL REPORT #2
APPENDIX B

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

Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Kristi J Blaser, Environmental Monitor 218-289-1120

Substance Spilled: Engine Oil

Quantity Spilled (Do Not Speculate): 2 gallons

Location:
Monroe MP 74.3

Date/Time Of Spill:
12/13/2023 0828 hrs

Time Spill Discovered (If Different):

Date/Time Spill Was Contained: 12/13/2023 0830 hrs

Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged:

Injuries?

Yes No X

PPE Available?

Yes X No

PPE Used?

Yes
X No

Supervisor Notified?

Yes X No

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

Truck ran over rock, damage to oil pan

Description(s) of how each oil discharge was detected: Engine oil maintained under equipment only.

Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment. Absorbent pads and secondary containment was used to contain spill area, crew shoveled area and all material was disposed in bags. Bags transported to containment drum within project ROW.

Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.) No impact to water sources within project.

Effectiveness of monitoring equipment:
EM and crew immediately onsite to contain and clean up spill.

Corrective/Preventative Action(s). List procedures, repairs, or other preventative measures that will minimize the potential for this type of spill to happen again.
Sub-Contractor to maintain good daily maintenance practices of equipment. Use slower speeds within project ROW.

SPILL REPORT FORM (Continued)

REFER TO **TABLE 5.2 IN SECTION 5.0 OF THIS PLAN**, WHICH DESCRIBES THE VARIOUS SCENARIOS THAT REQUIRE EXTERNAL REPORTING OF RELEASES. REFER TO THE TABLE BEFORE COMPLETING THE REMAINDER OF THIS FORM. **(complete only if required)**

Notifier's Name: CPKC Spill Hotline Duty Officer# Delta 559

NRC/Case No. _____
800-424-8802 Yes No ☐ ☐ Date: _____ Time: _____ Name: _____

MDNR
573-634-2436 Yes No ☐ ☐ Date: _____ Time: _____ Name: _____

[name] LEPC[phone number] ☐ Yes ☐ No Date: _____ Time: _____ Name: U.S. EPA Region 7 (913) 281-0991 ☐ Yes ☐ No
Date: _____ Time: _____ Name: _____

Other Agency ☒ Yes ☐ No Date: 12/13/2023 Time: 0852 Name: Kevin Delta 553

No. of employees in _____ facility: 5 No. evacuated: 0

Engine Oil _____

Material Name: CAS No: _____

☐ Yes

☒ No

How: _____

CPKC23100735 RQ: _____

General Public notified?

C. Enforcement Action(s): _____

D. Reporting Official:

Name of Reporting Official: Kristi Blaser

Organization: HDR

Signature: Kristi Blaser

Date: 12/13/2023

Agency Notification Standard Report (cont'd)

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

Hole in oil pan due to rock debris Dump truck #73 Sub-Contractor Super Aggregates

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

Spill was contained by using absorbent pads in spill kit. Crew used shovels and cleaned soil within are affected area, Spill material was placed in bags and placed in containment drum to be hauled by contractor to yard. Dump truck was towed off ROW and hauled off by sub-contractor.

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

Contractor to maintain daily inspections of equipment onsite throughout workday. Use slower speeds within areas of debris on ROW.

Other pertinent information:

No water resources were affected by spill at MP 74.3



MONROE SIDING EXTENSION
CPKC Final Environmental Monitoring Report
BAT INSPECTION REPORTS
APPENDIX C



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/11/23 9:19AM		CPKC Project Name Monroe		Bridge Milepost MP 74.87		County Ogle	
Structure Name (if exists) Ex CV2		Structure Coordinates (latitude and longitude) 42°5'50"N 88°59'33"W		Structure Height (approximate) 10'x6'		Structure Length	
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		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		Text		☐ Guano		☐ Odor	
☐ Other structures: soffits, rafters, attic areas				☐ Photos		N/A	
				☐ Staining			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ Crack between concrete railings on top of the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ Vertical surfaces on concrete I-beams		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☒ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ All guiderails		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
☐ All expansion joints		☐ Not present		☐ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Photos		N/A	
				☐ Staining			
Name: Gabriella Parker				Signature:			

CV2 Stone Box:



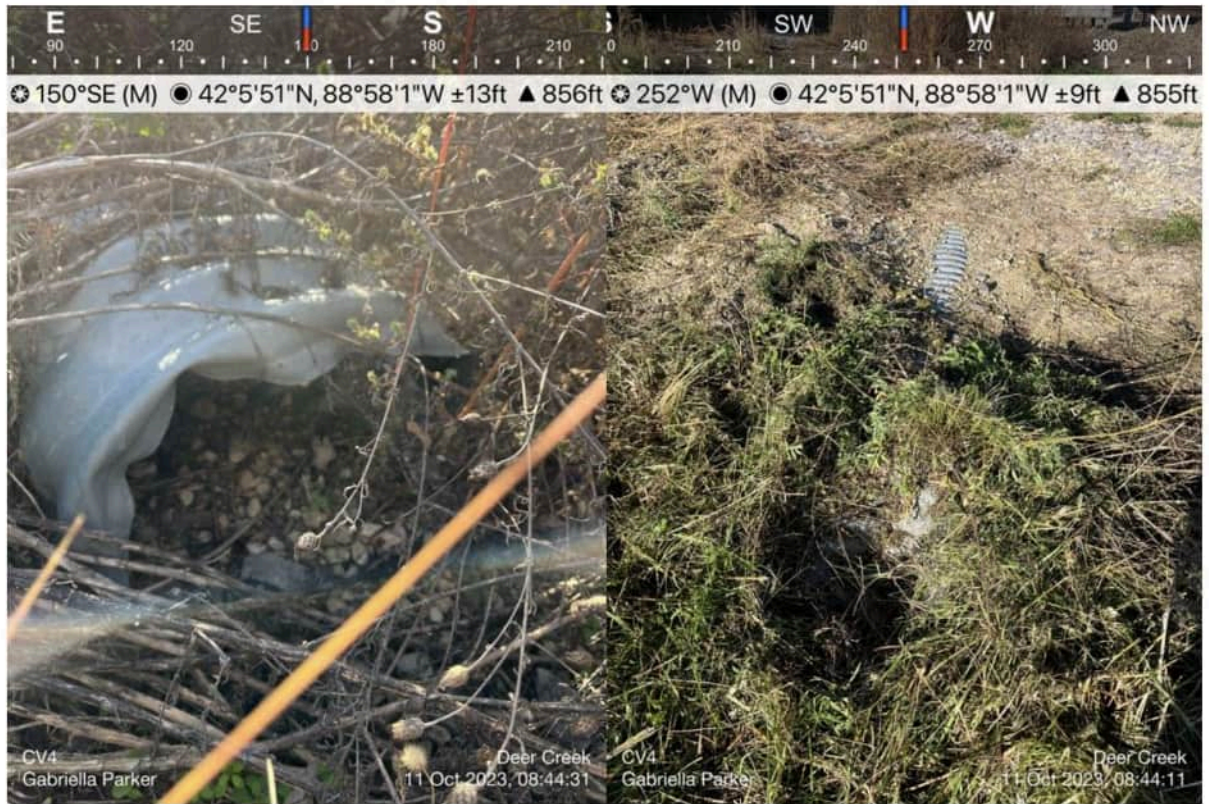


Unsuitable habitats for bats: CV1, CV4, CV8

CV1 is over 70% full of sediment/gravel.



CV4 both ends of the culvert are smashed in and full of sediment/gravel.





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	10/11/23 8:31AM	CPKC Project Name	Monroe	Bridge Milepost	MP 73.36	County	Ogle
Structure Name (if exists)	Ex CV5	Structure Coordinates (latitude and longitude)	42°5'50"N 88°57'47"W	Structure Height (approximate)	48"	Structure Length	82.97'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ None ☐ Concrete			
☐ Flat Slab/Box ☐ Steel I-beam				☐ Concrete ☐ Concrete ☐ Timber			
☐ Truss ☐ Covered				☐ Timber ☐ Steel ☐ Stone/Masonry			
☐ Parallel Box Beam ☐ Other:				☐ Open grid ☐ Timber ☐ Other:			
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other:				☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
Other Structure				Creosote Evidence			
				☐ Yes ☐ No ☐ Unknown			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Rip-rap ☐ Closed vegetation ☐ Flowing water ☒ Railroad ☐ Standing water ☐ Road/trail - Type: ☐ Other:				☒ Agricultural ☐ Grassland ☐ Commercial ☐ Ranching ☐ Residential-urban ☐ Riparian/wetland ☐ Residential-rural ☐ Mixed use ☐ Woodland/forested ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)					
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☒ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A			
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A			
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining	☐ Audible ☐ Odor ☐ Photos	☐ Species N/A			
☐ Crack between concrete railings on top of the bridge deck	☐ 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:					

CV5:





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/11/23 9:19AM		CPKC Project Name Monroe		Bridge Milepost MP 73.36		County Ogle	
Structure Name (if exists) Ex CV6		Structure Coordinates (latitude and longitude) 42°5'50"N 88°57'47"W		Structure Height (approximate) 48"		Structure Length 82.97'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box ☐ Steel I-beam						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss ☐ Covered						Creosote Evidence ☐ Yes ☐ No	
☐ Parallel Box Beam ☐ Other:				Culvert Material ☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☐ Unknown Notes:	
Culvert Type				Other Structure			
☐ Box ☐ Pipe/Round ☐ Other:							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☐ Flowing water ☐ Standing water ☐ Seasonal water				☒ Open vegetation ☐ Closed vegetation ☒ Railroad ☐ Road/trail - Type: ☐ Other:			
				☒ Agricultural ☐ Commercial ☐ Residential-urban ☐ Residential-rural ☐ Woodland/forested			
				☐ Grassland ☐ Ranching ☒ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Crack between concrete railings on top of the bridge deck Gap Railing		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Vertical surfaces on concrete I-beams		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Spaces between walls, ceiling joists		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ All guiderails		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
☐ All expansion joints		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species N/A			
Name: Gabriella Parker				Signature:			

CV6:



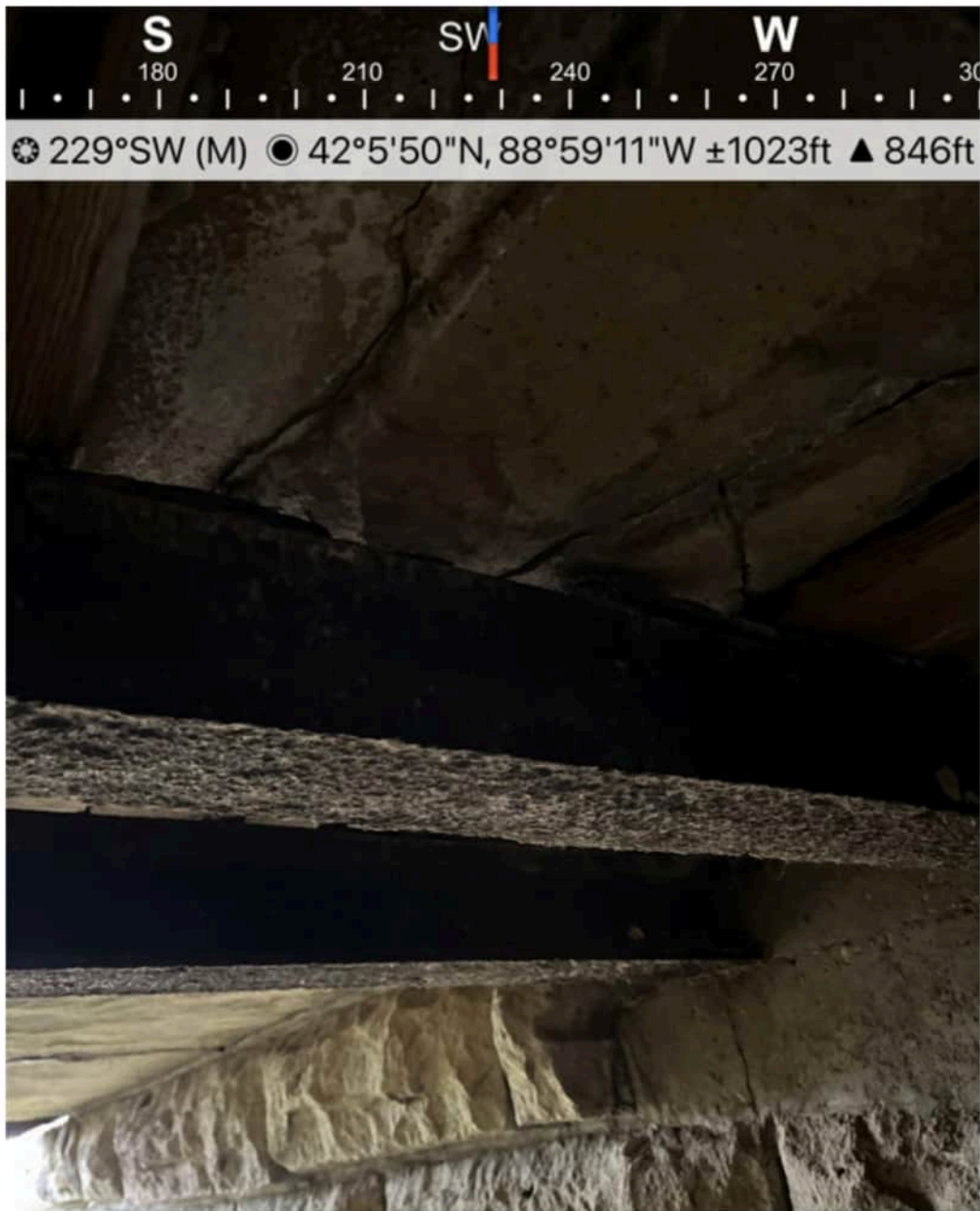


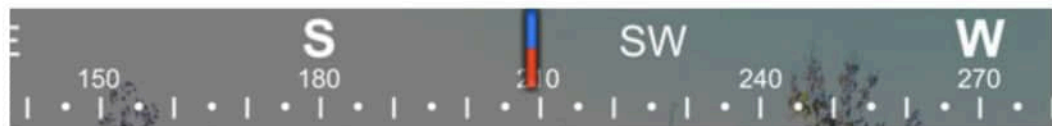
CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/11/23 9:00AM		CPKC Project Name Monroe		Bridge Milepost MP 74.55		County Ogle	
Structure Name (if exists) Ex CV3		Structure Coordinates (latitude and longitude) 42°5'50"N 88°59'11"W		Structure Height (approximate) 5'x7'		Structure Length 80.38'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place				☐ Metal		☐ None	
☐ Flat Slab/Box				☐ Concrete		☐ Concrete	
☐ Truss				☐ Timber		☐ Steel	
☐ Parallel Box Beam				☐ Open grid		☐ Timber	
☐ Pre-stressed Girder				☐ Other:		☐ Other:	
☐ Steel I-beam				☐ Covered		☐ Other:	
☐ Other:				☐ Other:		☐ Other:	
Culvert Type				Culvert Material		Creosote Evidence	
☒ Box				☐ Metal		☐ Yes ☐ No	
☐ Pipe/Round				☐ Concrete		☐ Unknown	
☐ Other:				☐ Plastic		☐ Notes:	
☐ Other:				☒ Stone/Masonry		☐ Other:	
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☒ Agricultural			
☐ Rip-rap				☐ Commercial			
☐ Flowing water				☐ Residential-urban			
☐ Standing water				☐ Residential-rural			
☐ Seasonal water				☐ Woodland/forested			
☒ Open vegetation				☐ Grassland			
☐ Closed vegetation				☐ Ranching			
☒ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks:		☒ Not present		☐ Visual - live # 0 dead # 0			
☒ Bridges/culverts: rough surfaces or imperfections in concrete		Text		☐ Audible			
☐ Other structures: soffits, rafters, attic areas				☐ Odor			
☐ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Guano			
☐ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Photos			
☐ Crack between concrete railings on top of the bridge deck		☐ Not present		☐ Staining			
☐ Vertical surfaces on concrete I-beams		☐ Not present		☐ Visual - live # 0 dead # 0			
☒ Spaces between walls, ceiling joists		☒ Not present		☐ Audible			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Odor			
☐ All guiderails		☐ Not present		☐ Guano			
☐ All expansion joints		☐ Not present		☐ Photos			
				☐ Staining			
				☐ Visual - live # 0 dead # 0			
				☐ Audible			
				☐ Odor			
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				☐ Audible			
				☐ Odor			

CV3 Stone Box:







☼ 209°SW (M) ● 42°5'50"N, 88°59'11"W ±13ft ▲ 851ft





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/11/23 7:53AM		CPKC Project Name Monroe		Bridge Milepost MP 73.05		County Ogle	
Structure Name (if exists) Ex CV9		Structure Coordinates (latitude and longitude) 42°5'52"N 88°56'21"W		Structure Height (approximate) 18"		Structure Length Approx. 40'	
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 ☐ Concrete		☐ Concrete ☐ Timber	
☐ Flat Slab/Box		☐ Steel I-beam		☐ Timber ☐ Steel		☐ Stone/Masonry	
☐ Truss		☐ Covered		☐ Open grid ☐ Timber		☐ Other:	
☐ Parallel Box Beam		☐ Other:		☐ Other:		Creosote Evidence	
Culvert Type		Other Structure		Culvert Material		☐ Yes ☐ No	
☐ Box		☐		☒ Metal ☐ Concrete		☐ Unknown	
☐ Pipe/Round		☐		☐ Plastic		Notes:	
☐ Other:		☐		☐ Stone/Masonry			
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: Dirt road		☐ 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 N/A			
☐ Other structures: soffits, rafters, attic areas				☐ Staining			
☐ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ Crack between concrete railings on top of the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ Vertical surfaces on concrete I-beams		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ Spaces between walls, ceiling joists		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ All guiderails		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
☐ All expansion joints		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Species			
				☐ Guano ☐ Odor ☐ Photos N/A			
				☐ Staining			
Name: Gabriella Parker				Signature:			

CV9:

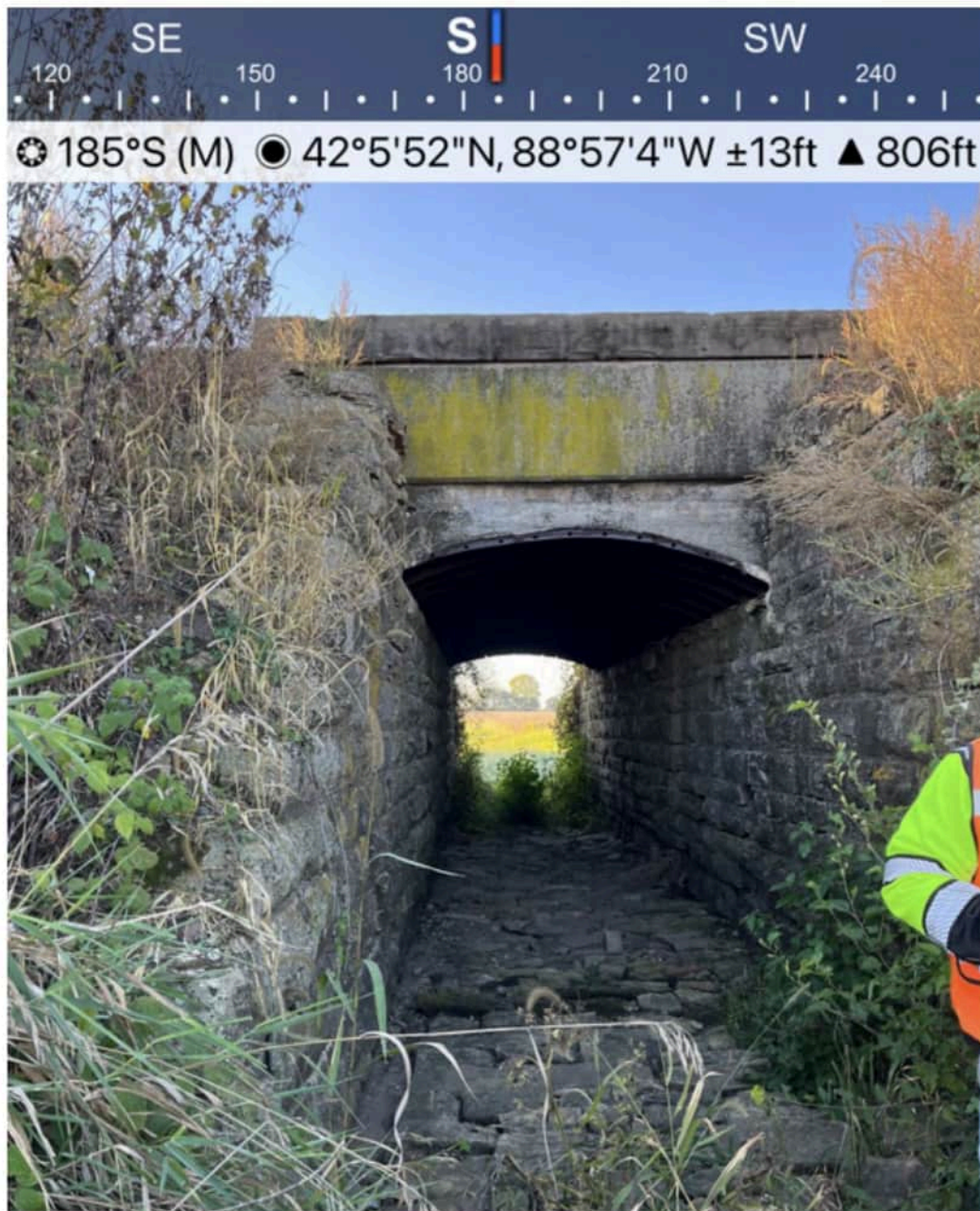




CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 10/11/23 8:19AM		CPKC Project Name: Monroe		Bridge Milepost: MP 72.75		County: Ogle	
Structure Name (if exists): Ex CV7		Structure Coordinates (latitude and longitude): 42°5'51"N 88°57'4"W		Structure Height (approximate): 8'x10'		Structure Length:	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box ☐ Steel I-beam						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss ☐ Covered						Creosote Evidence ☐ Yes ☐ No	
☐ Parallel Box Beam ☐ Other:				Culvert Material			
Culvert Type				☐ Metal ☒ Concrete ☐ Plastic ☒ Stone/Masonry ☐ Other:		☐ Unknown Notes:	
☐ Box ☐ Pipe/Round ☒ Other: Stone Arch				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 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ Spaces between concrete end walls and the bridge deck		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ Crack between concrete railings on top of the bridge deck 		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ Vertical surfaces on concrete I-beams		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☒ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ All guiderails		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
☐ All expansion joints		☐ Not present		☐ Visual - live # 0 dead # 0 ☐ Audible ☐ Odor ☐ Guano ☐ Photos ☐ Staining Species: N/A			
Name: Gabriella Parker				Signature:			

CV7 Stone Arch:







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
Erika Neimann, Archaeologist, Actalent
Tim Dolan, Archaeologist, Actalent

November 21, 2024

HDR Rail Cultural Resources Monitoring Final Summary Report, Monroe, Illinois

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 Monroe Center new siding project area documents the completed cultural resource monitoring activities undertaken by HDR from October 11, 2023 to April 30, 2024 and June 19-26, 2024.

The Monroe Center new siding project, located in Ogle County, Illinois on the Chicago subdivision was 15,500 feet long and consisted of approximately 13,203.71 feet of new siding rail. Before construction of the siding began, the site was cleared and grubbed by Timberline tree service under a separate contract. The project involved the construction of a new siding east of Monroe Center during the 2023 season, working through the winter and finishing in the 2024 season.

The construction project was constructed between mile posts (MP) 72.10-75.12. During construction, the prime contractor Veit construction was to construct, cut grade, and shape the existing grade for a new siding which also includes stockpiling excess material in a designated berm area between station 47+00 and 54+00. Veit also constructed two turnout pads and two access road to future point of switch and bungalow locations. During construction of the siding

Veit had a subcontractor jack and bore three pipes under the track. Veit open cut an additional four pipe beside the track, slip lined one pipe under the track and extended one other one.

Erika Neimann was the assigned Archaeological monitor for the Project from October 11, 2023 to April 30, 2024. Tim Dolan was the assigned Archaeological monitor for the Project from June 19-26, 2024. A total of 118 working days from October 11, 2023 to April 30, 2024 and June 19-26, 2024 were monitored.

MONITORING METHODS

HDR monitoring methods consisted of visual inspection of all ground-disturbing activities, including but not limited to, clearing vegetation by blading and track hoe for turnout pads, blading topsoil and subsoils for removal, stump removal, digging a ditch through bedrock, stripping old railroad beds, cleaning out ditch lines, ditch work at turnout pads, installing a jack and bore culvert, cutting out and replacing a soft spot in a sub-ballast/haul road, maintenance to the haul road, clearing land to prepare for a new bungalow, removal of previously laid sub-ballast material, shaping of berms, fixing sloughing in the wetlands areas, trenching for electrical lines, grading of ditch and base grade, adding of sub ballast for culvert installation, and excavation for culvert installation in the ballast and roadbed.

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, Pre-Contact (Native American) lithic and ceramic artifacts, 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 Monroe Center project area between the dates of October 11, 2023 to April 30, 2024 and June 19-26, 2024 are presented in Table 1.

Table 1. Project Area Construction Activities and Results

Summary of Construction Activities	Results
Clearing vegetation by blading and track hoe for turnout pads, blading topsoil and subsoils for removal, stump removal, digging a ditch through bedrock, stripping old railroad beds, cleaning out ditch lines, ditch work at turnout pads, installing a jack and bore culvert, cutting out and replacing a soft spot in a sub-ballast/haul road, maintenance to the haul road, clearing land to prepare for a new bungalow, removal of previously laid sub-	One archaeological site (Site 1), as well as several instances of isolated finds and redeposited historic artifacts, was identified during monitoring.

ballast material, shaping of berms, fixing sloughing in the wetlands areas, trenching for electrical lines, grading of ditch and base grade, adding of sub ballast for culvert installation, and excavation for culvert installation in the ballast and roadbed	
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RESULTS

With the exception of archaeological Site 1, which consists of a scatter of mid-twentieth century domestic artifacts and architectural materials recommended not eligible for the NRHP, no additional intact features or significant cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

CONCLUSIONS

From October 11, 2023 to April 30, 2024 and June 19-26, 2024, HDR archaeologists Erika Neimann and 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 between Monroe MPs 72.10-75.12 (Tables 2-9). During this period, no significant archaeological deposits were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction. While scattered artifacts dating to the nineteenth and twentieth centuries were collected or observed in several areas, they were largely disturbed and/or displaced, and all are not significant.

Table 2. Monitoring Locations and Results – October 2023

Date	Monitoring Location	Construction Activities Monitored	Results
October 11, 2023	Monroe mile post 72.0-75.0. In and around the area of mile post 72.5.	Stump removal with track hoe along the length of the ROW	One ceramic insulator identified near mile post 72.5. Not significant.
October 12, 2023	Monroe mile post 73.6-75.0	Stump removal	Five separate areas that likely represent disturbed 20 th century dump sites and piles of former railroad features. Not significant.
October 13, 2023	Monroe mile post 73.6-75.0. In and around the area of station 30+00	Stump removal	One late 1960s bottle identified during the monitoring. Not significant.
October 16, 2023	Monroe mile post 72.7-75.0	Stump removal, blading, bulldozing ramp and building	One location of finds near Station 52+00. Cultural materials include two possible mid-19 th century ceramics, limestone rocks, and a railroad bolt. Not significant.
October 17, 2023	Monroe mile post 72.7-75.0. Focused near mile post 72.2.	Blading topsoil and subsoils for removal	Two late 19 th /early 20 th century stoneware ceramic sherds observed near mile post 72.2/station 147+00. Not significant.
October 18, 2023	Monroe mile post 72.0-75.0.	Excavation of ramp. Clearing vegetation by blading and track hoe. Pulling stumps in preparation for silt fence installation. Excavating out subsoil and limestone bedrock to prep for culvert installation.	Several 20 th century artifacts collected/observed near station 27+00, south of the track. Not significant.

October 19, 2023	Monroe milepost 72.0-75.0. Area monitored focused near milepost 72.2, at turnout pad.	Removing previously disturbed soil from turnout pad near station 145+00. Excavating out more topsoil and subsoil material from turnout pad near station 145+00 to be hauled away using the track hoe, bulldozer, skidder, and off-road dump truck.	A 20 th century artifact scatter and painted round rock was noted at the turnout pad by milepost 72.2, between station 147+00 and 145+00. All artifacts were found disturbed in the topsoil push pile or in newly excavated soils. None of the artifacts were found in situ. Not significant.
October 20, 2023	Monroe milepost 72.0-75.0. Focus was at turnout pad near milepost 72.2 and station 147+00.	Excavating soil and subsoil with track hoe at turnout pad near milepost 72.2 and station 147+00. Some soil hauled away, some moved on ROW to be saved in stockpile down near station 52+00.	One stoneware ceramic sherd observed on the turnout pad near station 145+00. It is part of the artifact scatter located yesterday at this location. Not significant.
October 21, 2023	Monroe milepost 72.0-75.0. Most of the monitoring took place at 72.2 at the turnout pad on the N side of the track.	Checked on work being done at 52+00 by the stockpile. Monitored removal of material by track hoe at the turnout pad near milepost 72.2, station 147+00-145+00.	Several early 20 th century ceramic sherds and a solarized glass fragment collected near station 52+00, west of artifacts found on October 16. Not significant.
October 23, 2023	Monroe milepost 72.1-75.1. All of the monitoring took place at the turnout pad on the N side of track near milepost 72.2, station 149+00-147+00.	Monitored track hoe and dozer while they excavated out material from the turnout pad between stations 149+00-147+00 near milepost 72.2 to be transported to station 52+00 to be stockpiled. Most material being removed was subsoil and limestone bedrock.	Approximately six associated stones observed north of the track, on the edge of the turnout pad, near milepost 72.2, station 148+50. Possibly agricultural-related. The stones were reburied. Not significant.
October 24, 2023	Monroe milepost 72.1-75.1. Work focused on turnout pad near milepost 72.2, station 149+00-151+00.	Track hoe excavating out material, mostly subsoil and rock from turnout pad near milepost 72.2, station 149+00-151+00.	One 20 th century ceramic sherd collected in non-intact soils near station 149+00, near milepost 72.2 on north side of track in turnout pad area. Not significant.
October 25, 2023	Monroe milepost 72.1- 75.1. Work started near 72.2, near station 151+00 moving E. Station 40+50 – 47+50. Station 11+00 – 13+50.	Topsoil stripping with track hoe on north side of track. Removing material to be stockpiled. Topsoil stripping west of the berm/stockpile on the south side of track with the dozer. Topsoil stripping in the extra workspace on the south side of track with the dozer.	A number of 20 th century ceramic sherds noted in disturbed areas between stations 151+00 and 155+00. Several were refit together later that day by the monitor. Several of the ceramics possibly associated with early 20 th century passenger trains food service. Not significant.
October 26, 2023	None	None	Rainout. No work/monitoring on this day.
October 27, 2023	Ramp at station 53+00, S side of track. Between station 11+00 – 13+50, S side of track. Between stations 9+00 – 11+00, S side of track	Ramp being bladed with dozer at station 53+00, on S side of track leading up to berm/stockpile area. Grubbing and topsoil removal with track hoe and dozer between stations 11+00 – 13+50. Stripping topsoil with dozer and track hoe between stations 9+00 – 11+00.	Archaeological Site 1 was identified at station 9+00 – 9+50. Location of find is Lat 42.0971355; Long -88.9943171. Site 1 consists of a scatter of mid-20 th century domestic artifacts and architectural materials, including a concrete slab and roofing shingles. Site 1 is recommended not eligible for the NRHP.
October 28, 2023	Between stations 14+00 – 18+00 on south side of track	Topsoil stripping using dozer, track hoe, and off-road dump trucks in wetlands between stations 14+00 – 18+00 on south side of track.	No findings.
October 30, 2023	Between stations 14+00 – 18+00 on S side of track. Between stations 76+00 – 80+00 on S side of track. Between stations 18+00 – 19+00 on S side of track.	Monitored topsoil stripping and removal with dozer, track hoe and off-road dump truck in wetlands between station 14+00 – 18+00 on S side of track. Walked back bladed area between stations 76+50 – 80+00 on S side of track. Monitored stripping and removal of topsoil in wetlands area between station 18+00 – 19+00 on S side of track.	No findings.

October 31, 2023	Wetland stations 19+00 – 20+60. Haul road between stations 9+00 – 13+50 and 14+00 – 19+00. Slopes between 20+60 – 34+00. All on S side of track.	Topsoil stripping in wetlands with track hoe and dozer between stations 19+00 – 20+60. Dozer blading and widening the haul road between stations 9+00 – 13+50 and 14+00 – 19+00. Track hoe grubbing between stations 20+60 – 34+00; area also lightly bladed to widen haul road.	No findings.
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Table 3. Monitoring Locations and Results – November 2023

Date	Monitoring Location	Construction Activities Monitored	Results
November 1, 2023	Bore pit at station 30+55	Track hoe digging out bore pit on S side of track at station 30+55 for jack and bore culvert installation.	No findings.
November 2, 2023	MP 75.12-72.10	Track hoe clearing/grubbing slope on S side of track between stations 48+00-53+00. Dozer blading/grading on S side of track between stations 54+00-58+00. Track hoe and dozer stripping topsoil on slope on S side of track between stations 48+00-53+00.	The dozer was blading and grading the area between stations 54+00-58+00 on the S side of track. One glass bottle was observed. One piece of ironstone ceramic and one piece of milk glass were found on the cleared slope by station 51+00. This is the location of a previously recorded find scatter (see daily log from 10/21/2023). One piece of whiteware ceramic and one piece of decorated pink hand painted ceramic were found near station 53+00 (see daily report from 10/16/2023). And one glass “Clicquot Club” bottle was found at station 54+00. Not significant.
November 3, 2023	MP 75.12-72.10	Track hoe and dozer stripping topsoil between stations 40+50 - 48+00. Subsoils removed between stations 44+00 - 48+00.	While monitoring at station 42+00 a glass Nesbitt's bottle was found and a whiteware sherd at station 41+00. Not significant.
November 4, 2023	MP 75.12-72.10	Topsoil stripping/removal with dozer and track hoe between stations 53+00 - 57+00. Widening haul road with dozer and topsoil stripping between stations 46+00 - 47+00. Dozer stripping topsoil and grading between 57+00 - 64+00	20 th century artifact dump pile was found at 46+00. One decorated piece of whiteware was located at 61+50. Not significant.
November 6, 2023	MP 75.12-72.10	Excess material and topsoil that had been stripped on Saturday between 57+00 - 64+00 on S side of track removed. Topsoil and subsoil stripping and removal with dozer and track hoe in wetlands on S side of track between stations 14+00 - 20+00.	No findings.
November 7, 2023	MP 75.12-72.10	Dozer blading slope of berm/stockpile on S side of track between stations 48+00 - 52+50, and the slope to the W of the berm/stockpile between stations 40+50 - 47+00. Dozer and track hoe removing material from the wetlands area between 14+00 - 20+00.	No findings.
November 8, 2023	MP 75.12-72.10	The area of the wetland was monitored when new subsoil was stripped to be removed. Work done with dozer and track hoe. Between station 14+00 - 20+00 on the S side of the track.	Two colorless glass bottles were recovered from the wetland area on the S side of the track between stations 14+00 - 20+00. Bottles found on the lower slope leading down to the wetland as the dozer and track hoe were removing excess material at station 17+00. One bottle is a “ONE PINT” bottle from 1940 made by the Armstrong Cork Company in the Dunkirk, Indiana plant. The other container was made by the Hazel-Atlas Glass Company. Not significant.
November 9, 2023	MP 75.12-72.10	Material hauled out of the wetland area between 14+00 - 20+00. Blading haul road between 38+00 - 48+00. Stripping of material	No findings.

		and cleaning of slopes with dozer and track hoe between 44+00 - 48+00. Track hoe removing common between 40+50 - 43+00.	
November 10, 2023	MP 75.12-72.10	Driving sheets, here to make sure if any dirt disturbance happens that it is monitored.	No findings.
November 13, 2023	MP 75.12-72.10	Removing common between 40+50 - 48+00. Stripping topsoil between 1+00 - 8+00. Stripping topsoil between stations 147+00 - 139+00.	At station 147+00 on the S side of the track on the slope a piece of green banded ironstone ware was found during topsoil stripping along with another small piece of ironstone ceramic. Lat 42.0977729; Long -88.9436274. Because the isolates were found with no other artifacts or features in the topsoil push from the area, the finds were deemed insignificant in the field.
November 14, 2023	MP 75.12-72.10	Topsoil stripping with dozer and track hoe between stations 138+00 - 147+00.	While monitoring during topsoil stripping between station 139+00 - 147+00 on the S side of tracks, one ironstone ceramic base fragment was found on the slope at station 145+00. Another brown and cream glazed ceramic rim was found on the slope at station 142+50. Because there were no other artifacts found in the vicinity, CM deemed them not significant in the field.
November 15, 2023	MP 75.12-72.10	EM monitored in CMs absence. Removing excess topsoil from 137+00. Topsoil stripped at 4+00. Culvert bored at milepost 74.55. Bore pit dug at milepost 73.36.	No findings.
November 16, 2023	MP 75.12-72.10	EM monitored in CMs absence. Continued digging bore pit at milepost 73.36. Common fill removed from station 142+00 on S side of track.	No findings.
November 17, 2023	MP 75.12-72.10	EM monitored in CMs absence. Common subsoil removed from station 140+00.	No findings.
November 18, 2023	MP 75.12-72.10	EM monitored in CMs absence. Common subsoil was removed from station 140+00.	No findings.
November 20, 2023	MP 75.12-72.10	Topsoil stripping between stations 138+00 - 137+00. Subsoil stripping between stations 145+00 - 137+00.	No findings.
November 21, 2023	MP 75.12-72.10	None: worked was canceled for the day due to rain.	No findings.
November 22, 2023	MP 75.12-72.10	EM monitored in CMs absence. Topsoil stripped at 132+00. Topsoil stripped from 101+00 - 107+00, then common.	No findings.
November 23-26, 2023		No work done on site due to Thanksgiving break.	No findings.
November 27, 2023	MP 75.12-72.10	Dozer blading haul road. Track hoe trenching from station 105+00 moving W to station 101+00.	No findings.
November 28, 2023	MP 75.12-72.10	Monitored topsoil stripping and subsoil excavation from stations 100+00 to 101+00. Bore crew started culvert installation at station 93+00.	No findings.
November 29, 2023	MP 75.12-72.10	Ditch being dug through bedrock with ripper on track hoe between 149+00-152+00. Bore crew installing culvert at 93+00. Trench being filled in between 100+00-105+75. Topsoil stripping between 78+00-72+00.	There was one artifact recovered at station 77+50 on the S side of the track on the slope where the dozer and track hoe were stripping topsoil. Isolate was a green banded ironstone ceramic rim sherd. Because it was an isolate found on a slope it was deemed insignificant in the field by the CM.
November 30, 2023	MP 75.12-72.10	Bore crew installing culvert at milepost 73.36 / station 93+00. Dozer and track hoe removing previously disturbed topsoil at station 141+00	During topsoil stripping near station 133+50 on S side of track with dozer and track hoe, an isolate was found. Artifact is a green banded

		moving W, end at 133+00. Track hoe stripping unsuitable topsoil from slope on S side track 27+00-32+00.	ironstone platter rim sherd. Because isolate was found in push while stripping, CM deemed the find insignificant in the field.
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Table 4. Monitoring Locations and Results – December 2023

Date	Monitoring Location	Construction Activities Monitored	Results
December 1, 2023	MP 75.12-72.10	None. Rainout.	None.
December 2, 2023	MP 75.12-72.10	MP 75.12-72.10	During topsoil stripping with dozer and track hoe on the S side of track between stations 40+50 - 36+00, two pieces of ceramics were found near station 37+00. One was a rim fragment of a green banded ironstone bowl. The other was a decorated ironstone body sherd with an orange floral/ leaf design. Not significant.
December 4, 2023	MP 75.12-72.10	Removing common subsoil from 36+00 moving W. Bore crew installing culvert at milepost 73.36	No findings.
December 5, 2023	MP 75.12-72.10	Bore crew installing jack and bore culvert at milepost 73.36 / station 93+00.	No findings.
December 6, 2023	MP 75.12-72.10	Bore crew installing culvert at milepost 73.36 / station 93+00. Stripping some topsoil and old railway bed at station 37+00 moving W. Grading subsoil and removal of previously disturbed topsoil between 151+00-153+00.	While monitoring activity for the culvert installation at milepost 73.36 / stations 94+00, an artifact scatter was located in the topsoil pile from the excavation of the bore pit at n the S side of the track. The scatter originated from the bore pit area which is an area of 40'x35' and 5' deep. Based on the vegetation found mixed with the artifacts, the artifacts were most likely part of a surface level dump pile but found in a secondary context. No features were located that associate with the scatter. After some research into the objects, the CM believes the dump dates to the 1950's (possibly late 1940's-early 1960's). The scatter is near the old culverts that are just to the E of the new culverts. There is a pile of railroad ties/wood from a retaining wall just to the N of where the scatter was found. The scatter has a UTM of Lat 42.0974875; Long - 88.9631344. The area of the bore pit is farmers land that was temporarily leased for the culvert installation, so the scatter resides on the edge/ boundary of CPKC property and the farmers field. Not significant.
December 7, 2023	MP 75.12-72.10	Dozer and track hoe removing and grading common and spreading topsoil 151+00-153+00. Bore crew installing culvert at milepost 73.36 / station 93+00. Track hoe removing excess topsoil and old rail bed between 38+00-40+00.	No findings.
December 8, 2023	MP 75.12-72.10	Dozer and track hoe removing old rail bed between 38+00 - 40+00. Removing excess topsoil at 21+50. Removing excess common at 10+00. Open cut culvert install at mp 74.40 / 40+25.	No findings.
December 9, 2023	MP 75.12-72.10	None. Rainout.	None.

December 11, 2023	MP 75.12-72.10	Removal of railway bed between 41+00 - 43+00 on S side of track. Removing excess material, topsoil and old railway bed, to make grade between 53+50-57+50 on S side of track.	A colorless glass O-So Beverages bottle was found at station 60+00 on the S side of the track on the slope, in an area that had been grubbed. Bottle dated to 1958. Made by the Owens-Illinois Glass Company, stamped Duraglas. Part of the front label remains but too dirty and fragile to clean and read. Back print on bottle is fairly intact. Bottled by Blackhawk Bottling Co in Rockford, Ill. A second artifact was found while dozer and track hoe removed material between stations 53+50 - 57+50 on the S side of the track. A rim fragment of green banded ironstone ceramic plate was found near station 54+00. Not significant.
December 12, 2023	MP 75.12-72.10	Topsoil and old railway bed removal between 53+50-58+00. Topsoil and old railway bed removal between 58+00-63+00.	No findings.
December 13, 2023	MP 75.12-72.10	Topsoil and old railway bed removal with dozer and track hoe at station 64+50 - 63+00 on S side of track. Topsoil and old railway bed removal with dozer and track hoe between 65+50 - 67+50 on S side of track.	The top of a pull tab can was found on S side of track on the slope of the embankment at station 63+25. Only the top portion of the can was found. On lid, say "Pabst Brewing Company Please Don't Litter". CM deemed isolated find not significant in field.
December 14, 2023	MP 75.12-72.10	Topsoil and old railway bed removed with track hoe and dozer by Kinder Morgan pipeline crossing between 64+50-65+50. Topsoil and old railway bed stripped and removed from 73+00-71+00. Ditch work with track hoe at turnout pad between 145+00-150+00.	No findings.
December 15, 2023	MP 75.12-72.10	Ditch work at turnout pad on N side of track near stations 145+00-150+00. Topsoil and old railway bed stripped and removed between 71+00-70+00; 70+00-69+00.	No findings.
December 16, 2023	MP 75.12-72.10	None. Rainout.	None.
December 18, 2023	MP 75.12-72.10	Blading with dozer on W side of Bennett rd crossing on S side of track. Topsoil and old railway bed stripped and removed from 69+00-67+25. Topsoil and old railroad bed stripped between 75+00-73+00. Excess topsoil pile removed at 79+00.	No findings.
December 19, 2023	MP 75.12-72.10	Topsoil and old railway bed stripped between 79+00-75+00 on S side of track.	No findings.
December 20, 2023	MP 75.12-72.10	Ramp carved out of the slope of the berm/stockpile area at 48+50 on the S side of track.	No findings.
December 21, 2023	MP 75.12-72.10	Dozer blading slopes between 40+50-46-00 on S side of track. Blading slopes on S side of track between 40+50-46+00.	No findings.
December 22, 2023	MP 75.12-72.10	Track hoe and dozer cleaning out ditch line between 73+00-79+00 (some untouched topsoil remains in area that will eventually be spread on slopes). Excess material removed from culvert area at 40+50.	No findings.
December 23-26, 2023		No work done on site due to holiday break.	None.
December 27, 2023	MP 75.12-72.10	Dozer and track hoe removing topsoil, excess material, and old railway bed on S side of track at 48+00. Topsoil being spread, some freshly disturbed, starting at station 79+00 heading W, working towards 53+00.	Two fragments of ceramics were found at station 146+00 on the S side of track in an area that had previously been bladed, but recent rain revealed the ceramics. The two pieces are most likely from the same vessel,

			but do not refit. One fragment is a rim piece with gold design along rim. Second fragment is a base piece with handle attachment for a twisted handle with red foliage design at attachment spot and faint gold design along base. Vessel most likely a hand painted Chinese imported porcelain tankard with twisted handle and foliage design at handle attachment. Likely date of late 18th century - early 19th century. There was a second find location for the day. Three cans found at station 136+25 on S side of track in an area that had been previously bladed but recent rain reveal the cans. One of the cans is a pull tab, one is a stay tab top, and one is a puncture top can. The pull tab can is Heileman's Old Style light lager beer can. The stay tab can is Pepsi Cola. The puncture top can is a Hamm's beer can. Since the artifacts were found in small groups and have no large scatter associated with them, they were deemed insignificant in the field.
December 28, 2023	MP 75.12-72.10	Topsoil spread between 53+00 - 76+00 on S side of track; most hauled in from berm, some is clean and previously undisturbed that had been left as overhang on the slope to be spread across slope.	There was one piece of a green banded ironstone rim of a saucer that was found while blading near the berm/stockpile area at station 51+00 on the S side of track. Because it was an isolate found while blading, it was deemed insignificant in the field.
December 29, 2023	MP 75.12-72.10	None. Rainout.	None.
December 30, 2023	MP 75.12-72.10	Hauling and spreading topsoil to station 140+00 moving W.	A ceramic plate rim fragment was found in secondary context at station 136+50 on the S side of track in excess topsoil material being spread out with dozer. Front of plate has a green transfer print design around the rim area. Backstamp is broken through the center but would have read "W.G. & Co Limoges France". Plate dates to 1900-1932 based on backstamp. Second find location for the day was at the berm/stockpile in the disturbed excess material pile at station 51+00 on the S side of the track. A decorated and embossed rim to base profile piece of whitewater ceramic was found. Decoration is a pink rose with green stem decal print design on the outside of the ceramic. Ceramic is mostly likely from a short vase or cup. Because artifacts were isolated and in secondary contexts, they were deemed insignificant in the field.
December 31, 2023	MP 75.12-72.10	None. Sunday/New Year's Eve	None.

Table 5. Monitoring Locations and Results – January 2024

Date	Monitoring Location	Construction Activities Monitored	Results
January 1, 2024	MP 75.12-72.10	None. New Year's Day.	None.
January 2, 2024	MP 75.12-72.10	Dozer and track hoe stripping topsoil between 106+00-112+50 on S side of track.	There were four pieces of ceramic found at station 109+00 on S side of the track during topsoil stripping. Two pieces are from the same plate, but do not refit. The fragments are both rim pieces of a plate that has a wave rim with airbrushed green ombré and a transfer print leaf design. The other two pieces are whiteware fragments of a handle that do refit together. An undecorated plate rim fragment was found at station 101+25 on the S side of track before topsoil was spread in the area. The back is impressed with "G. P. Co." on the bottom of plate. G. P. Co. most likely refers to the Glamorgan Pottery Company from Swansea, Wales. The company was in operation from 1814-1838. An intact green banded ceramic bowl was found during topsoil stripping at station 111+00 on the S side of track. After being cleaned, the inside of the bowl appears to contain stuck on food residue. The bottom of the bowl has a green stamp that reads "IROQUOIS USA CHINA N 2 C. M. & ST. P. RY". Bowl was made by the Iroquois China Company for the Chicago, Milwaukee & St. Paul Railway (C. M. & ST. P. RY). The date code, "N 2" indicated that the bowl was produced in February of 1928. Sometime in 1928, the C. M. & ST. P. Railway merged and with Pacific Railway and reorganized as Chicago, Milwaukee, St. Paul & Pacific Railway (C. M. ST. P. & P RY). Therefore, because of the railway backstamp on the bottom of the bowl, this bowl was most likely produced for the railway just before the reorganization of the company later in 1928. This type of green banded pattern was a common pattern for railway dinning cars, and many fragment of this type have been found throughout the project area. Findings determined to be not significant.
January 3, 2024	MP 75.12-72.10	Track hoe leveling topsoil between 53+50-64+50. Dozer blading/leveling topsoil from 146+00 moving W.	Four pieces of a stoneware crock were found at station 123+00 on S side of track. The four pieces are all part of the same crock yet only the two base pieces refit. The other two are body shreds. One of the body shreds has a partial blue stamp of a maple leaf reading "...ternoneware co." It would have originally read "Western Stoneware Co." The missing part of the stamp might have alluded to a plant for production but no other markings were found. Based on the stamp, the vessel was made after 1906. It probably dates to 1906-1930. The outside is cream colored salt glaze. The inside has a blueish-brownish-black dark glaze. The soil the pieces were found in originated from material stripped from station 106+00 - 112+50 on the S side of track. Two rim pieces of green banded ware

			ceramics found at station 140+25 on S side of track from topsoil material that was spread out, but originated from stations 106+00 - 112+50. One piece is a the rim of a plate, that also has a partial green backstamp with "SHE.." - the rest is broken and missing. The other rim fragment is probably a bowl or a smaller plate. Finds for the day were deemed insignificant in the field.
January 4, 2024	MP 75.12-72.10	Dozer grading haul road between 141+00-147+00. Track hoe smoothing topsoil between 72+00-79+00.	No findings.
January 5, 2024	MP 75.12-72.10	Stripping mixed excess subsoil between 141+00-133+00 on S side of track. Stripping excess topsoil between 113+00-114+00 on S side of track. Smoothing topsoil between 89+00-98+00 on S side of track.	No findings.
January 6, 2024	MP 75.12-72.10	Stripping topsoil between stations 112+50-113+00 on S side of track; and common excavated out for culvert install at mp 73.5. Common excavated out between 113+00-114+00 and 112+50-111+00 on S side of track. Topsoil spread out at 134+00 on S side of track.	No findings.
January 7, 2024	MP 75.12-72.10	None. Sunday.	No findings.
January 8, 2024	MP 75.12-72.10	Excess topsoil and old railway bed stripped and removed between station 134+00-128+00 on S side of track. Track hoe stripping topsoil from 114+00-114+25.	One ceramic isolate of green banded ware was found during excess topsoil stripping and removal of old railway bed at station 131+50 on the S side of track. It was deemed insignificant in the field.
January 9, 2024	MP 75.12-72.10	None. Bad weather.	No findings.
January 10, 2024	MP 75.12-72.10	Track hoe and dozer removing excess topsoil and old railway bed between 128+00-123+00 on S side of track. Stripping and removal of topsoil and common between 114+25-114+75 on S side of track.	No findings.
January 11, 2024	MP 75.12-72.10	Cutting out and replacing soft spot in sub-ballast/haul road between 136+50-138+50 on S side of track. Track hoe removing excess topsoil from station 114+75-114+50 and spreading topsoil in the ditch line between 114+75-113+00 on S side of track.	No findings.
January 12, 2024	MP 75.12-72.10	None. Bad weather.	No findings.
January 13, 2024	MP 75.12-72.10	None. Bad weather.	No findings.
January 14, 2024	MP 75.12-72.10	None. Sunday.	No findings.
January 15, 2024	MP 75.12-72.10	None. Bad weather.	No findings.
January 16, 2024	MP 75.12-72.10	None. Bad weather.	No findings.
January 17, 2024	MP 75.12-72.10	Track hoe excavating out common subsoil between 114+75-113+00 on S side of track. Stripping and removing topsoil and common at 115+00 on S side of track.	No findings.
January 18, 2024	MP 75.12-72.10	Track hoe removing excess topsoil and old railway bed from station 123+75-117+50 on S side of track.	No findings.

January 19, 2024	MP 75.12-72.10	Track hoe removing excess topsoil and old railway bed between 111+50-117+50 on S side of track. Excess material removed at station 111+50 moving W out of ditchline.	No findings.
January 20, 2024	MP 75.12-72.10	Excavating out ditches and embankments of common/subsoil from 110+00 moving W to 107+50 on S side of track. Sorting topsoil at the berm.	No findings.
January 21, 2024	MP 75.12-72.10	None. Sunday.	No findings.
January 22, 2024	MP 75.12-72.10	Dozer and track hoe stripping and removing excess topsoil and old railway bed between 111+50-107+00 on S side of track. Track hoe removing excess material from ditchline and embankment at 107+00 moving W.	No findings.
January 23, 2024	MP 75.12-72.10	Track hoe and dozer stripped and removed excess topsoil and old railway bed between stations 111+50-112+50 and between 105+00-107+00 on the S side of track. Common/subsoil excavated out of ditchline for embankment between 106+00-107+00.	No findings.
January 24, 2024	MP 75.12-72.10	Track hoe and dozer stripping and removing excess topsoil and old railway bed between stations 105+00-100+00.	No findings.
January 25, 2024	MP 75.12-72.10	Dozer and track hoe stripping and removing excess topsoil and old railway bed between station 95+00-100+00 on S side of track.	While monitoring the dozer and track hoe stripping and removing excess topsoil and old railway bed between stations 95+00 - 100+00 on the S side of track, one small ceramic was found. The isolate is a small base fragment of an ironstone ceramic found at station 95+25 on the top edge of the slope of the embankment. The artifact was deemed insignificant in the field.
January 26, 2024	MP 75.12-72.10	Dozer and track hoe stripping and removing excess topsoil and old railway bed between stations 95+00-94+00 and between 89+00-93+00 on S side of track.	No findings.
January 27, 2024	MP 75.12-72.10	Track hoe and dozer removing previously installed topsoil turnarounds between stations 106+00-111+00. Topsoil from turnarounds spread in ditch line.	No findings.
January 28, 2024	MP 75.12-72.10	None. Bad working conditions/Sunday.	No findings.
January 29, 2024	MP 75.12-72.10	None. Bad working conditions.	No findings.
January 30, 2024	MP 75.12-72.10	None. Bad working conditions.	No findings.
January 31, 2024	MP 75.12-72.10	None. Bad working conditions.	No findings.

Table 6. Monitoring Locations and Results – February 2024

Date	Monitoring Location	Construction Activities Monitored	Results
February 1, 2024	MP 75.12-72.10	None. Bad working conditions.	None.
February 2, 2024	MP 75.12-72.10	Drill crew using auger and cores to drill and take core samples at the bore pits at milepost 73.36 and 74.55.	No findings.
February 3, 2024	MP 75.12-72.10	None. Bad working conditions.	None.
February 4, 2024	MP 75.12-72.10	None. Bad working conditions/Sunday.	None.
February 5, 2024	MP 75.12-72.10	Some maintenance to haul road. Shallow ditch cut by Railworks between stations 2+75-0+00.	No findings.
February 6, 2024	MP 75.12-72.10	Dozer maintaining haul road and berm area. Railworks crew clearing land to prep for new bungalow at station 80+00, on the N side of track.	No findings.
February 7, 2024	MP 75.12-72.10	Dozer and track hoe stripping and removing excess topsoil and old railway bed between stations 89+00-86+00 on S side of track. Pot holing near bungalows near station 86+00. Stripping topsoil for 8 ft ditch line at station 87+50 moving W.	No findings.
February 8, 2024	MP 75.12-72.10	Stripping and removing topsoil and old railway bed between 83+00-85+90 on S side of track. Some haul road maintenance. Cleaning out ditch line E of the berm near station 53+00.	No findings.
February 9, 2024	MP 75.12-72.10	Track hoe and slide steer stripping and removing topsoil and old railway bed between 1+25-2+75 on the S side of track. Skid steer and dozer did minor maintenance to the haul road. Track hoe leveling ditch line between 108+00-110+00 on S side of track.	No findings.
February 10, 2024	MP 75.12-72.10	Track hoe shaping and leveling ditch line from 110+00 moving E towards area near station 130+00 on the S side of track.	No findings.
February 11, 2024	MP 75.12-72.10	None. Sunday	None.
February 12, 2024	MP 75.12-72.10	Track hoe removing previously laid sub-ballast material to fix cracks in material and stability of the area between stations 16+75 - 17+50 on the S side of track, near wetland.	No findings.
February 13, 2024	MP 75.12-72.10	Material excavated around the head of the culvert at milepost 74.55/ station 30+60 on the N side of the track to prep for slip-line culvert installation.	No findings.
February 14, 2024	MP 75.12-72.10	Hauling material away from cut in embankment at the turnout pad on N side of track at 147+00. Excess material hauled from 109+00-113+00 to 124+00. Track hoe smoothing and leveling topsoil material from 124+00 moving E through 127+00.	No findings.
February 15, 2024	MP 75.12-72.10	Ditch for culvert extension excavated out by hand and track hoe between station 0+50 - 1+00 on the S side of track. Topsoil smoothed to grade between station 1+00 - 2+50 on S side of track with track hoe.	A rectangular bottle was found in the center of the tracks at station 93+50. Colorless glass medicine bottle was made by the Owens-Illinois Glass Company. Embossed with "Rawleigh's TRADE MARK" on the flat front side of the bottle. Mouth of bottle has a continuous-thread finish. Bottom side heel on front of bottle also embossed with "BOTTLE MADE IN USA". Bottom heel of bottle has the

			O and I in a diamond for the Owens-Illinois Glass Company with the number "9" (or "6") on each side of the logo. "II" is embossed on either the top or bottom of the logo on the bottom base of the bottle. Bottom heel of bottle is stippled on the scar. Bottle most likely dates between 1940-1949 (probably specifically 1949). Since this was a surface find in the center of the track on top of ballast with no additional context, the CM deemed it insignificant in the field.
February 16, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 17, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 18, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 19, 2024	MP 75.12-72.10	Track hoe shaping the berm to make more room for material as well as sorting soils on the berm between stations 47+00 - 53+00 on the S side of track.	No findings.
February 20, 2024	MP 75.12-72.10	Track hoe worked on the berm between station 47+00-53+00 on the S side of the track. Soils were sorted and berm shaped and tracked. Railworks crew-cutting ditches and boring for electrical lines at Bennett Road near 80+00, and Mulford Road near 1+00.	No findings.
February 21, 2024	MP 75.12-72.10	Track hoe and dozer sorting soils and shaping berm at 47+00-53+00 on S side of the track. Dozer spreading and tracking topsoil on slope/embankment between 43+50-47+00 on S side. Railworks using small excavator and shovels to dig ditches at 80+00 and 1+00.	A decorated ironstone ceramic bowl/platter fragment was found on the surface on the N side of track at station 45+50. Fragment is rim to base of a sharp angled - straight edge bowl or high edge serving platter. Inside rim is decorated with a black transfer print bird design. Since the isolate was found without context on the surface, the find was deemed insignificant in the field.
February 22, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 23, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 24, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 25, 2024	MP 75.12-72.10	None. Sunday.	None.
February 26, 2024	MP 75.12-72.10	None. The Monroe Veit crew did not work.	None.
February 27, 2024	MP 75.12-72.10	Footing excavated out on the S side of the track for the culvert at station 30+60/milepost 74.55 for the headwall.	No findings.
February 28, 2024	MP 75.12-72.10	Ditch work between 1+00-2+50 on S side. Movax removing sheets for backing wall on S side of track at 30+60/mp 74.55. Track hoe and skid steer removing material for catwalk at 126+40/mp 72.75. Ditch work between 129+00-132+90 and 133+00-137+00 on S side.	No findings.
February 29, 2024	MP 75.12-72.10	Concrete base to stone box culvert being cut on the S side of track at station 30+60/mp 74.55 and debris removed from the inside of culvert. Foundation crew on both N and S side of track for catwalk installion at the stone arch culvert at 126+40/mp 72.75.	No findings.

Table 7. Monitoring Locations and Results – March 2024

Date	Monitoring Location	Construction Activities Monitored	Results
March 1, 2024	MP 75.12-72.10	Berm created at station 79+50 for concrete washout area. Metal sheets for backing removed at both culvert on S side of track at 30+60/mp 74.55 and 93+50/mp 73.36. Work on catwalk at 126+40/mp 72.75.	No findings.
March 2-10, 2024	MP 75.12-72.10	None. No soil disturbance and no earthworks crew on site during this time.	None.
March 11, 2024	MP 75.12-72.10	Ditch work on S side of track between 1+50-2+50. Fixing sloughing in the wetlands area on slopes on S side of track between 14+00-17+00. Track hoe and dozer shaping berm and smoothing topsoil on slopes of berm on S side of track between 47+00-53+00.	No findings.
March 12, 2024	MP 75.12-72.10	Track hoe and dozer smoothing topsoil to grade at the berm on the S side of track between 47+00-53+00.	No findings.
March 13, 2024	MP 75.12-72.10	Minor disturbance with track hoe to prep for restoration in wetland area between 14+75-16+50. Area of old bungalow stripped of old material to grade at 86+00. Topsoil removed from embankment and area where ditch will be cut on S side at 82+00-87+00.	No findings.
March 14, 2024	MP 75.12-72.10	None. Rainout.	None.
March 15, 2024	MP 75.12-72.10	Some ditch work across project; grading ditches to promote water flow for drainage. Small excavator smoothed out topsoil on embankment slope on S side of track near station 97+00.	No findings.
March 16, 2024	MP 75.12-72.10	Maintenance to the haul road. Track hoe smoothing topsoil out on embankment on S side of track from 95+00 to the W. Base and sides on the N side of the culvert at station 93+50/milepost 73.36 excavated out with small excavator.	No findings.
March 17, 2024	MP 75.12-72.10	None. Sunday.	None.
March 18, 2024	MP 75.12-72.10	No dirt disturbance took place today. Rip rap installation on N side of track at culvert at station 93+50 / milepost 73.36.	No findings.
March 19, 2024	MP 75.12-72.10	Small excavator digging out trench for electrical lines on the S side of the track at station 144+40. Track hoe excavating out topsoil and common to make ditch at 87+00-84+50 on S side. Bore pit on S side at 93+50/mp 73.36 was filled in.	No findings.
March 20, 2024	MP 75.12-72.10	Filled in rills on S side between 14+50-21+50. Sub-ballast added to approach at 0+50 on the S side. Track hoe filled in behind the culvert headwall at station 30+60/mp 74.55 with topsoil on S side; while small excavator dug out around N side of culvert.	No findings.
March 21, 2024	MP 75.12-72.10	Track hoe removing common from ditch line and dozer grading ditch on S side between 107+00-91+50.	No findings.
March 22, 2024	MP 75.12-72.10	Filling in behind culvert headwall on S side at 30+60/mp 74.55 with some dirt and CA6 rock. Not much dirt disturbance took place	No findings.

		throughout the workday.	
March 23, 2024	MP 75.12-72.10	Track hoe and dozer shaping and smoothing out the berm between 47+00-53+00 on S side of track. Ditch in front of berm was also worked in with track hoe to get ditch to grade.	No findings.
March 24, 2024	MP 75.12-72.10	None. Sunday.	None.
March 25, 2024	MP 75.12-72.10	Small excavator, skid steer, track hoe. Other equipment on site: roller, dozer, off-road dump truck, foundations equipment.	No findings.
March 26, 2024	MP 75.12-72.10	None. Rainout.	None.
March 27, 2024	MP 75.12-72.10	Filling in gravel behind the culvert headwall at station 30+60/ mo 74.55 on the S side of track. Removing old rail bed at catwalk area above stone arch culvert on S side of track at station 126+40/mp 72.75.	No findings.
March 28, 2024	MP 75.12-72.10	Topsoil being spread with track hoe over the embankment area on the S side of track around the headwall for the culvert at station 30+60 / milepost 74.55. Dozer bladed out topsoil in front of headwall to smooth with the drain channel on S side of track.	No findings.
March 29, 2024	MP 75.12-72.10	Small excavator built up embankment with topsoil around stone box culvert on the N side of track at station 30+60 / mp 74.55. Old railway bed stripped over stone box culvert on S side of track at station 13+75/mp 74.87.	No findings.
March 30, 2024	MP 75.12-72.10	None. Holiday weekend.	
March 31, 2024	MP 75.12-72.10	None. Sunday.	None.

Table 8. Monitoring Locations and Results – April 2024

Date	Monitoring Location	Construction Activities Monitored	Results
April 1, 2024	MP 75.12-72.10	Topsoil removal off embankment and around culverts for headwall installation on S side of track at station 93+50/mp 73.36.	No findings.
April 2, 2024	MP 75.12-72.10	Topsoil removal off embankment and around culverts for headwall installation on S side of track at station 93+50/mp 73.36.	No findings.
April 3-6, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 7, 2024	MP 75.12-72.10	None. Sunday.	None
April 8, 2024	MP 75.12-72.10	Topsoil removal with track hoe on S side of track off embankment and footing area around culvert at station 93+50 / milepost 73.36.	No findings.
April 9-10, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 11, 2024	MP 75.12-72.10	Topsoil stripped between station 80+50-82+00 on S side of track.	No findings.
April 12-13, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 14, 2024	MP 75.12-72.10	None. Sunday.	None.
April 15-20, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 21, 2024	MP 75.12-72.10	None. Sunday.	None.
April 22-23, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 24, 2024	MP 75.12-72.10	Stripping topsoil on S side of track off embankment between station 79+00-79+75.	No findings.
April 25-27, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.
April 28, 2024	MP 75.12-72.10	None. Sunday.	None.
April 29-30, 2024	MP 75.12-72.10	No new disturbances, so no monitoring.	None.

Table 9. Monitoring Locations and Results – June 2024

Date	Monitoring Location	Construction Activities Monitored	Results
June 19, 2024	MP 75.12-72.10	Grading of ditch & base grade.	Fragment, base rim, crockware, cream color, no markings. Photographed and left on ROW south of spoil. The CM deemed it insignificant in the field.
June 20, 2024	MP 75.12-72.10	Grading of ditch & base grade for culvert installation in ballast and previously excavated materials and in relatively undisturbed deposits.	No findings.
June 21, 2024	MP 75.12-72.10	Grading of ditch & adding of sub ballast for culvert installation in previously excavated materials and in relatively undisturbed deposits.	No findings.
June 22, 2024	MP 75.12-72.10	Removal of silt fence.	No findings.
June 23, 2024	MP 75.12-72.10	None. Sunday.	None.
June 24, 2024	MP 75.12-72.10	Excavation for culvert installation in ballast, roadbed, and previously excavated materials and in relatively undisturbed deposits.	No findings.
June 25, 2024	MP 75.12-72.10	Site cleanup - no construction monitoring.	No findings.
June 26, 2024	MP 75.12-72.10	Site finished up - no construction monitoring.	No findings.



Photo Date: October 11, 2023

Photo Direction: West

Description of photo: Stump removal on the south side of tracks near MP 72.2.



Photo Date: November 4, 2023

Photo Direction: East

Description of photo: Dozer stripping topsoil between stations 53+00 to 57+00 on south side of track.



Photo Date: December 7, 2023

Photo Direction: Northwest

Description of photo: Bore crew pushing through and installing second culvert at MP 73.36/ station 93+00.



Photo Date: January 10, 2024

Photo Direction: West

Description of photo: Trackhoe and dozer removing excess topsoil and old railway bed.



Photo Date: February 2, 2024

Photo Direction: West

Description of photo: Drill and auger at MP 73.36 at the bore pit working on a geotechnical drilling.



Photo Date: March 19, 2024

Photo Direction: East

Description of photo: Small excavator digging out trench for electrical lines on the S side of the track. Photo taken at station 144+40.



Photo Date: April 2, 2024

Photo Direction: Southeast

Description of photo: Track hoe using movax to drive metal beams into footing area at the culvert at station 93+50 / milepost 73.36 on the south side of track.



Photo Date: June 21, 2024

Photo Direction: West

Description of photo: Ditch cut and sub ballast installation.



SINGER SIDING EXTENSION

CPKC Final Environmental Monitoring Report



SINGER SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Singer Siding Expansion project (commonly referred to as “Singer”) located near the community of Singer, Beauregard Parish, Louisiana (Beaumont Subdivision from MP 704.40 to MP 707.59). 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 Singer’s compliance with those measures.

Construction on Singer started on February 19, 2024 and the extension was placed in service on October 25, 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 held weekly briefings with crew members regarding equipment noise throughout the duration of the Singer 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 Flagger. 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 Singer 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.

The primary method of dust control suppression was an available water truck. 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 environmental monitor 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 Singer 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 Singer 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 Singer 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 Singer capital improvement project were placed in the permitted waste bags and removed by contractor. No dumpsters were needed on the project, and the contractor had several garbage sacks 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 Singer was completed before April 1, 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.

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 Singer capital improvement project.

VM-Biological-05. If construction of the Capital Improvement Projects would require removal or alteration of bridges, s, 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.

Two existing culverts were up-sized during construction of the Singer capital improvement project. A 24-inch cast-in-place culvert, deemed unsuitable for bats due to size and obstruction. And a 42-inch corrugated metal pipe, incidentally replaced by the contractor prior to completion of a formal bat assessment by a qualified biologist. No bats were observed by the contractor or full-time Environmental Monitor.

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.

Daily monitoring of bat species was completed by the environmental monitor. No bat species was present before or during the installation process.

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

All culvert installation activities were completed within daylight hours. No temporary lighting was used during the Singer 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 orange 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 Singer capital improvement project was limited to what was necessary for construction to complete the Singer siding extension between MP 704.36 - MP 706.90. Ground disturbance began on 3/6/2024 and was completed 7/10/2024.

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 Singer capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the environmental monitor prior to use. The seed tag as provided by the seeding contractor specified No Noxious Weeds found and the DOT Seeding type Requirements of the Louisiana 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 environmental monitor 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 Singer capital improvement project were verified according to seed tags and the DOT Seeding Type Requirements of the Louisiana Standard Specifications for Highway Construction.

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 Singer 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 Singer 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.



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 Singer capital improvement project. The environmental monitor evaluated potential surface water and stormwater quality impacts due to project construction activities throughout the project.

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 Singer 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 Singer capital improvement project, followed by daily inspection reports. Any leaks identified by the environmental monitor 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 Singer 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.







TECHNICAL MEMORANDUM

To: Joe Van Humbeck, Director Impact Assessment & Natural Environment, CPKC
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Kyle Sumsion, Manager System Environmental Assessment
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From: Josh Fletcher, Principal Investigator, HDR
Nathanael Bartosch, Archaeologist, Actalent

June 10, 2024

HDR Rail Monitoring Summary Report, May 2024, Singer, Louisiana

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 Singer, Louisiana project area documents the completed cultural resource monitoring activities undertaken by HDR between February 20 and May 6, 2024.

The Singer, Louisiana Project consisted of approximately 4,500 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) 704.40 and 707.59 running north-south. The portion monitored consisted of all new ground disturbance along the CPKC right-of-way for the Singer Siding Extension.

Table 1. Cultural Resource Monitor and Dates of Monitoring at the Singer, Louisiana Project Area

<i>HDR Cultural Resource Monitor</i>	<i>Dates of Construction Monitoring</i>
<i>Nathanael Bartosch</i>	02/20/24 – 02/23/24, 02/26/24 – 02/28/24
<i>Nathanael Bartosch</i>	03/04/24 – 03/07/24, 03/11/24 – 03/14/24, 03/18/24 – 03/21/24, 03/23/24 – 03/28/24
<i>Nathanael Bartosch</i>	04/01/24 – 04/05/24, 04/11/24 – 04/20/24, 04/23/24 – 04/26/24, 04/29/24
<i>Nathanael Bartosch</i>	05/01/24 – 05/06/24

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 onsite 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. The archaeologist remained onsite daily until all new ground disturbance was complete.

MONITORING SUMMARY

The specific construction activities monitored and results at the Singer, Louisiana, project area between the dates of February 20 and May 6 are presented in Table 2.

Table 2. Singer, Louisiana, Project Area Construction Activities and Results

<i>Construction Activities</i>	<i>Results</i>
Topsoil removal, cut to grade, cut for fill, soil mixing with lime for stabilization, excavation for mixing pits, excavation for 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 and localized trash from surrounding properties. No known cultural resources have been impacted by construction.

CONCLUSIONS

From February 20 to May 6, HDR archaeologist Nathanael Bartosch under direction of Secretary of the Interior (SOI)-qualified Senior Archaeologist Josh Fletcher (Principal Investigator), monitored all new ground disturbance between Singer MPs 704.40 and 707.59. 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 for February 2024

Date	Monitoring Location	Construction Activities Monitored	Results
February 1-19, 2024		No construction activities. Monitoring began on February 20, 2024.	None.
February 20, 2024	MP 704.40-707.59	Access road construction preparation and construction.	No findings.
February 21, 2024	MP 704.40-707.59	Access road clearing and construction	No findings.
February 22, 2024	MP 704.40-707.59	Clearing brush/topsoil for access road and silt fencing.	No findings.
February 23, 2024	MP 704.40-707.59	Grading/stripping, leveling.	No findings.
February 24, 2024	MP 704.40-707.59	None.	None.
February 25, 2024	MP 704.40-707.59	None. Sunday.	None.
February 26, 2024	MP 704.40-707.59	Clearing topsoil, grading.	No findings.
February 27, 2024	MP 704.40-707.59	Cut and fill grading, brush and topsoil removal.	No findings.
February 28, 2024	MP 704.40-707.59	Cut grading to level, brush and topsoil stripping.	No findings.
February 29, 2024	MP 704.40-707.59	None.	None.

Table 4. Monitoring Locations and Results for March 2024

Date	Monitoring Location	Construction Activities Monitored	Results
March 1-3, 2024	MP 704.40-707.59	No construction activities. Rainouts.	None.
March 4, 2024	MP 704.40-707.59	Remove soil for lime mixing, grading/cut to level.	No findings.
March 5, 2024	MP 704.40-707.59	Cut to grade, mixing lime with native soils.	No findings.
March 6, 2024	MP 704.40-707.59	Cut and level grade, lime mixing.	No findings.
March 7, 2024	MP 704.40-707.59	Cutting drainage ditches and sump ponds to drain water.	No findings.
March 8, 2024	MP 704.40-707.59	No construction activities. Rainout.	None.
March 9-10, 2024	MP 704.40-707.59	No construction activities. Off for the weekend.	None.
March 11, 2024	MP 704.40-707.59	Cut and level grade, mixing lime with native soil.	No findings.
March 12, 2024	MP 704.40-707.59	Cut and level grading, lime mixing.	No findings.

March 13, 2024	MP 704.40-707.59	Lime mixing, cut and leveling.	No findings.
March 14, 2024	MP 704.40-707.59	Cut and level grade, lime mixing.	No findings.
March 15-17, 2024	MP 704.40-707.59	No construction activities. Rainouts.	None.
March 18, 2024	MP 704.40-707.59	Lime mixing, cut and level grade.	No findings.
March 19, 2024	MP 704.40-707.59	Cut and level grade, lime mixing.	No findings.
March 20, 2024	MP 704.40-707.59	Lime mixing into native soil, cut and level grade.	No findings.
March 21, 2024	MP 704.40-707.59	Lime mixing.	No findings.
March 22, 2024	MP 704.40-707.59	No construction activities. Rainout.	None.
March 23, 2024	MP 704.40-707.59	Lime mixing, cut and level grade.	No findings.
March 24, 2024	MP 704.40-707.59	Lime mixing, cut and level grade, tree clearing and topsoil removal.	No findings.
March 25, 2024	MP 704.40-707.59	Lime mixing, cut and level.	No findings.
March 26, 2024	MP 704.40-707.59	Cut and level grade, lime mixing.	No findings.
March 27, 2024	MP 704.40-707.59	Cut and level grade, mixing lime.	No findings.
March 28, 2024	MP 704.40-707.59	Cut and level grade, mix lime with native soil.	No findings.
March 29-31, 2024	MP 704.40-707.59	No construction activities. Holiday weekend.	None.

Table 5. Monitoring Locations and Results for April 2024

Date	Monitoring Location	Construction Activities Monitored	Results
April 1, 2024	MP 704.40-707.59	Lime delivery, topsoil clearing, construction access clearing.	No findings.
April 2, 2024	MP 704.40-707.59	Cut and level grade, drainage ditch construction, topsoil removal, grubbing and tree debris cleanup.	No findings.
April 3, 2024	MP 704.40-707.59	Dozers turning over mud for drying, jack and bore culvert.	No findings.
April 4, 2024	MP 704.40-707.59	Jack and bore site preparation, ditch construction.	No findings.
April 5, 2024	MP 704.40-707.59	Jack and bore site preparation and lime mixing for soil stabilization on the north and south Singer section.	No findings.
April 6-10, 2024	MP 704.40-707.59	No construction activities. Weekend and rainouts.	None.
April 11, 2024	MP 704.40-707.59	Cutting and back dragging saturated areas.	No findings.

April 12, 2024	MP 704.40-707.59	Cut and level grading, lime mixing.	No findings.
April 13, 2024	MP 704.40-707.59	Lime mixing.	No findings.
April 14, 2024	MP 704.40-707.59	Lime mixing.	No findings.
April 15, 2024	MP 704.40-707.59	Lime mixing and soil stabilization.	No findings.
April 16, 2024	MP 704.40-707.59	Lime mixing.	No findings.
April 17, 2024	MP 704.40-707.59	Lime mixing.	No findings.
April 18, 2024	MP 704.40-707.59	Lime mixing, cutting grade.	No findings.
April 19, 2024	MP 704.40-707.59	Cut ditch for drainage and fill, lime mixing.	No findings.
April 20, 2024	MP 704.40-707.59	Ditch construction.	No findings.
April 21, 2024	MP 704.40-707.59	No construction activities. Sunday.	None.
April 22, 2024	MP 704.40-707.59	Lime mixing, cut and move fill.	None.
April 23, 2024	MP 704.40-707.59	Lime mixing, cut and move fill.	No findings.
April 24, 2024	MP 704.40-707.59	Ditch cutting for fill.	No findings.
April 25, 2024	MP 704.40-707.59	Cut ditch and access work.	No findings.
April 26, 2024	MP 704.40-707.59	Ditch cutting.	No findings.
April 27-28, 2024	MP 704.40-707.59	No construction activities. Weekend.	None.
April 29, 2024	MP 704.40-707.59	Cut and move fill.	No findings.
April 30, 2024	MP 704.40-707.59	Soil stabilization, cut and fill.	No findings.

Table 6. Monitoring Locations and Results for May 2024

Date	Monitoring Location	Construction Activities Monitored	Results
May 1, 2024	MP 704.40-707.59	Cut and move fill, construction access work, soil stabilization.	No findings.
May 2, 2024	MP 704.40-707.59	Cut and fill, soil stabilization.	No findings.
May 3, 2024	MP 704.40-707.59	Cut and fill, soil stabilization.	No findings.
May 4, 2024	MP 704.40-707.59	Cut and fill, soil stabilization.	No findings.

May 6, 2024	MP 704.40-707.59	Cut and fill, soil stabilization. Final Day	No findings
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FIGURES



Figure 1. Initial topsoil clearing for access road to North Singer Switch Cabin; facing south. (N. Bartosch 02/21/24)



Figure 2. Initial topsoil clearing near South Singer Switch Cabin; facing south. (N. Bartosch 02/21/24)



Figure 3. Initial topsoil clearing between South Singer Switch Cabin and private road crossing; facing North. (N. Bartosch 02/21/24)



Figure 4. Initial topsoil clearing near private road crossing, south portion of project; facing North. (N. Bartosch 02/21/24)



Figure 5. Initial cut of overburden south of the private road crossing, nearing southern extreme of project; facing south. (N. Bartosch 02/27/24)



Figure 6. An example of lime mixing pit for soil stabilization; facing Northeast. (N. Bartosch 03/13/24)



Figure 7. An example of lime mixing for soil stabilization, near private road crossing; facing North. (N. Bartosch 03/19/24)



Figure 8. An example of lime mixing for soil stabilization, North section of project; facing South. (N. Bartosch 03/26/24)



Figure 9. Drainage ditch construction progress example between South Singer Switch Cabin and private road crossing; facing North. (N. Bartosch 04/03/24)



Figure 10. Jack and Bore pipe installation excavation preparation example, near South Singer Switch Cabin; facing South. (N. Bartosch 04/04/24)



Figure 11. Cut and move overburden for fill, south of private road crossing; Facing Southwest. (N. Bartosch 04/20/24)



Figure 12. North Singer project section, new disturbance complete; facing South. (N. Bartosch 05/06/24)



Figure 13. North Singer project section, new disturbance complete; facing North. (N. Bartosch 05/06/24)



Figure 14. South Singer Switch Cabin project location, new disturbance complete; facing Northeast. (N. Bartosch 05/06/24)



Figure 15. South Singer Switch Cabin project location, new disturbance complete; facing Southeast. (N. Bartosch 05/06/24)



Figure 16. Private Road Crossing project area, new disturbance complete; facing North. (N. Bartosch 05/06/24)



Figure 17. Private Road Crossing project area, new disturbance complete; facing South. (N. Bartosch 05/06/24)



Figure 18. Southern extreme of project area, new disturbance complete; facing South. (N. Bartosch 05/06/24)



Figure 19. Southern extreme of project area, new disturbance complete; facing North. (N. Bartosch 05/06/24)