

July 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 March 15 to June 14, 2025

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 ninth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting March 15 and ending June 14, 2025.

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

Sincerely,



Jay C. Johnson

cc: Elizabeth Webster

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Joe Van Humbeck
Glen Wilson
Alan Summerville
Waymon Peer



CPKC Quarterly Environmental Mitigation Measure Compliance Report Number 9

This report includes compliance activities completed between March 15, 2025 and June 14, 2025 (Quarter 1, Year 3 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 measures (which are discussed further below), CPKC representatives continue to engage with communities in meetings and events to ensure open lines of communication and an ongoing dialogue. CPKC’s engagement is not limited to communities; during the quarter CPKC representatives also met with federal and state legislators in states across the combined network.
2	General Mitigation Measures	VM-General-02. <i>The Applicants will follow all applicable Federal Railroad Administration (FRA) and Occupational Safety and Health Administration construction and operational safety regulations to minimize the potential for incidents during construction of the Capital Improvement Projects and operation of the combined network.</i>	During the reporting period, CPKC complied with all applicable FRA and OSHA regulations, except that CPKC received three Notice of Violations from the FRA related to operational safety of employees: I. Notice of Violation – May 13, 2025 – Wylie Yard (Texas). Failure to reduce brake pipe to zero and to vent brake pipe to atmosphere with angle cock in open position on first unit of equipment left unattended. II. Notice of Violation – April 16, 2025 – High Oak Yard (Mississippi) – Failure to adopt or comply with a process to secure an unattended locomotive consist as required. III. Notice of Violation – April 7, 2025 – Knoche Yard (Missouri). Failure to apply sufficient number of hand brakes to hold equipment.
3	General Mitigation Measures	MM-General-01. <i>If there is a material change in the facts or circumstances upon which the Board relied in imposing specific environmental mitigation conditions, and upon petition by any party who demonstrates such material change, the Board shall consider revising its final mitigation, if warranted and appropriate.</i>	CPKC is not aware of any material changes in the facts or circumstances upon which the Board relied.
4	General Mitigation Measures	MM-General-02. <i>The Applicants shall submit quarterly reports to OEA on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures. The reporting period for these quarterly reports shall begin on the date of the Board’s final decision authorizing the acquisition and continue for seven years, or one year after the Applicants have completed capital improvements related to the acquisition, whichever is longer. The Applicants shall submit copies of the quarterly reports within 30 days following the end</i>	This is CPKC’s ninth quarterly compliance report, covering the period of March 15, 2025 to June 14, 2025.

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		<i>of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	
5	General Mitigation Measures	MM-General-03. <i>To minimize the potential for impacts for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.</i>	CPKC continues to work with the selected contractors to limit construction works to the greatest extent possible to the existing Right-of-Way (ROW).
6	Freight and Passenger Rail Safety	VM-Rail-01. <i>The Applicants will comply with FRA and Pipeline and Hazardous Materials Safety Administration (PHMSA) regulations applicable to the safe and secure transportation of hazardous materials.</i>	During the reporting period, CPKC complied with all applicable FRA and PHMSA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the transportation of hazardous materials.
7	Freight and Passenger Rail Safety	VM-Rail-02. <i>The Applicants will comply with the Safety Integration Plan (SIP), prepared pursuant to 49 C.F.R. Part 1106, which may be modified and/or updated as necessary to respond to evolving conditions and/or new information. In the event of a reportable hazardous materials release, the Applicants will notify appropriate federal, state, and local agencies, as required under applicable law.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communications with the FRA regarding the SIP. All reportable hazardous material releases were reported to appropriate federal, state and local agencies as required under applicable law.
8	Freight and Passenger Rail Safety	VM-Rail-03. <i>The Applicants will conduct Transportation Community Awareness and Emergency Response Program (TRANSCAER) workshops (training for communities through which dangerous goods are transported) in potentially affected communities that request this training. The Applicants will conduct the workshops in English and, upon request, Spanish. Training will include support for appropriate access to the AskRail app and its use to facilitate rapid, real-time access for qualified responders to information about hazardous materials in rail transportation.</i>	The CPKC Emergency Response and Hazardous Materials team completed 18 TRANSCAER and other training events during the reporting period, engaging with over 617 first responders and other participants.

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9	Freight and Passenger Rail Safety	<i>VM-Rail-04. The Applicants will offer to fund the participation in railroad focused emergency response training at the Association of American Railroads’ Security and Emergency Response Training Center in Pueblo, Colorado, of two qualified firefighters providing service within each of the potentially affected communities.</i>	Complete.
10	Freight and Passenger Rail Safety	<i>VM-Rail-05. The Applicants will leverage CP’s extensive emergency response equipment assets by reviewing coverage of those assets across CPKC. The Applicants will either redistribute existing assets or add new equipment assets to improve emergency response capabilities relating to the potentially affected communities on CPKC.</i>	Complete.
11	Freight and Passenger Rail Safety	<i>VM-Rail-06. The Applicants will abide by their commitments to Amtrak in their agreement dated December 17, 2021. In general, the Applicants will support the efforts of Amtrak and the Southern Rail Commission to establish Amtrak service between New Orleans and Baton Rouge, and study the potential for Amtrak service between Meridian, Mississippi and Dallas, Texas. Additionally, Applicants will work with Amtrak to increase the frequency on the Hiawatha service between Chicago and Milwaukee; extend Hiawatha service from Milwaukee to Saint Paul and create a second round-trip on the Twin Cities-Milwaukee-Chicago corridor; and establish passenger service through the Detroit River Tunnel, connecting Detroit to Windsor, Ontario in order to facilitate passenger service between Detroit and Windsor connecting to VIA Rail.</i>	• 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. ○ CPKC received news that it was awarded \$4,553,250 from Michigan DOT’s Rail Enhancement Grant program for the CPKC Detroit Rail Tunnel towards \$7,000,000 of anticipated maintenance improvements to prevent out-of-service flooding events, such as the one that occurred in June 2021. While not needed for the Amtrak service, the grant and maintenance work are part of CPKC’s long term partnership with MDOT to ensure reliable service for Amtrak and all of our customers. • Twin Cities-Milwaukee-Chicago corridor –Amtrak started the new Borealis service on May 22, 2024 to great success. CPKC has been engaged with stakeholders on the new infrastructure projects required for the added service. The new infrastructure projects are still in the design phase. • Hiawatha service – CPKC has been working with stakeholders from Amtrak and 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. • 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 having participated in their Corridor ID review this quarter.

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12	Freight and Passenger Rail Safety	MM-Rail-01. <i>The Applicants shall comply with the SIP prepared under 49 C.F.R. part 1106 and 49 C.F.R. § 244.9, which may be updated as necessary, and shall continue to coordinate with FRA in implementing the SIP during the operations integration period. The ongoing safety integration process shall continue until FRA has informed the Board that the integration of Applicants’ operations has been safely completed.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communication with the FRA regarding the SIP.
13	Grade Crossing Safety and Delay	VM-Grade Crossing-01. <i>Although the Applicants have not identified any grade crossings that would require mitigation based on precedent established in other approved mergers, the Applicants will, upon request, work with potentially affected communities in support of securing funding, in conjunction with appropriate state agencies, for crossing mitigation projects where they may be appropriate under criteria established by relevant state transportation departments to increase the safety of existing at-grade crossings.</i>	CPKC continues to engage with communities interested in securing funding for crossing mitigation projects, including engagement with the Illinois Commerce Commission, Illinois DOT, Missouri DOT, Iowa DOT, Louisiana DOT and the FRA, in conjunction with communities both seeking to secure grade separation funding or crossing improvements as well as those who have secured funding to assist in implementation.
14	Grade Crossing Safety and Delay	VM-Grade Crossing-02. <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 637 reports to its Public Safety Communications Center (PSCC) / Community Connect regarding trains occupying/blocking crossings along the entire CPKC US network (this includes reports from the public as well as reports from CPKC’s Operations team). To be as complete as possible, CPKC also queried the FRA’s Blocked Crossing Database. That database showed 119 reports of blocked crossings. Because the FRA database is independent of reports to CPKC’s PSCC, these 119 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 40 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.

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17	Grade Crossing Safety and Delay	VM-Grade Crossing-05. For the construction of additional track through road crossings within the limits of the Capital Improvement Projects, where practicable, the Applicants will consult with local transportation officials regarding detours and associated signs, as appropriate, or attempt to maintain at least one open lane of traffic, as practicable, to allow the quick passage of emergency and other vehicles.	During the reporting period, CPKC coordinated with the county to close 360 th St. on 5/5 & 5/6 for construction at the Turkey River siding.
18	Grade Crossing Safety and Delay	VM-Grade Crossing-06. The Applicants will notify Emergency Services Dispatching Centers for potentially affected communities of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time.	During the reporting period, the CPKC Public Safety Communications Center provided notice on 445 occasions to local Emergency Services Dispatching Centers on those occasions when a train was blocking a crossing and wouldn't be able to move for a significant period of time.
19	Grade Crossing Safety and Delay	MM-Grade Crossing-01. The Applicants shall consult with appropriate state Departments of Transportation and other appropriate agencies, including the Illinois Commerce Commission for grade crossings in Illinois, prior to constructing, relocating, upgrading, or modifying grade crossings as part of the acquisition, including grade crossing warning devices, and shall abide by those agencies' reasonable requirements for the design of grade crossings and associated warning devices.	CPKC remains engaged with appropriate state Departments of Transportation and the Illinois Commerce Commission and regularly meets with the ICC, Illinois DOT, Iowa DOT, and Missouri DOT.
20	Noise and Vibration	VM-Noise-01. The Applicants will fund the improvements necessary to allow any potentially affected community with an existing Quiet Zone to maintain that designation should the increase in merger related train traffic cause that community to fall out of compliance with FRA regulations.	CPKC is not aware of any Quiet Zones which have fallen out of compliance with FRA regulations as a result of merger related train traffic increases.
21	Noise and Vibration	VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.	During the reporting period, no construction activities occurred between the hours of 2100 and 0700.
22	Noise and Vibration	VM-Noise-03. In the construction of the Capital Improvement Projects, the Applicants will, where practicable and consistent with safe and efficient operating practices, use continuously welded rail in order to reduce wheel/rail wayside noise.	All the Capital Improvement Projects have been designed with continuously welded rail.

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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, except that CPKC received three Notice of Violations from the FRA related to the maintenance of rail and rail beds. I. Two Notice of Violations – June 10, 2025 – River Subdivision (Minnesota) – Guard check gage less than allowable. II. Notice of Violation – April 29, 2025 – Chicago, Main Track (Illinois) – Difference in crosslevel between any two points less than 62-feet apart on tangent track exceeds FRA allowable limits.
24	Noise and Vibration	MM-Noise-02. <i>The Applicants shall comply with FRA regulations establishing decibel limits for train operations.</i>	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.
25	Noise and Vibration	MM-Noise-03. <i>The Applicants shall consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors.</i>	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, except that CPKC received four Notice of Violations from the FRA related to the maintenance of rail car wheels: I. Notice of Violation – May 27, 2025 – Battle Creek Yard (Minnesota). Wheel Flange Thickness 7/8” or less at 3/8” above the tread. II. Notice of Violation – May 11, 2025 – St. Paul Yard (Minnesota). Wheel Flange Thickness 7/8” or less at 3/8” above the tread. III. Notice of Violation – May 4, 2025 – Stinson Yard (Wisconsin). Wheel Flange Thickness 7/8” or less at 3/8” above the tread. IV. Notice of Violation – April 17, 2025 – Venice Yard (Illinois). Wheel has a single flat or shelled spot 3" or more in length. b) CPKC completed 3,130 pass-miles of rail grinding across the US portion of the network 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 Notice of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers.

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			d) CPKC removed 11 switches during the reporting period.
27	Noise and Vibration	MM-Noise-05. <i>The Applicants shall promptly respond to community inquiries concerning the establishment of Quiet Zones and assist communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	VM-Air-01. <i>The Applicants commit to developing Green House Gas (GHG) reduction targets for the combined network and request verification as appropriate from the Science Based Targets initiative (SBTi). As reference, CP’s current SBTi approved target is a 38.3% reduction in well-to-wheels GHG emissions (on an intensity basis) from locomotive operations by 2030 compared to a 2019 base year. CP has also committed to committed to 27.5% GHG reduction (on an absolute basis) by 2030 compared to a 2019 base year for non-locomotive Scope 1 and Scope 2 emissions. KCS has a SBTi target to reduce Scope 1 and 2 GHG emissions by 42% by 2034.</i>	Complete.
29	Air Quality and Climate Change	VM-Air-02. <i>The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.</i>	Consistent with what CPKC reported in Quarterly Compliance Report 8, this has been completed.
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 13 new Tier 4 locomotives during the reporting period.
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.

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

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

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

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47	Biological Resources	VM-Biological-01. <i>In alignment with CP’s Environmental Policy, the Applicants commit to implementing methods to promote No Net Loss of sensitive habitats (e.g., aquatic areas, wetlands, riparian areas, native prairie, old growth forest) when constructing the Capital Improvement Projects.</i>	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.
48	Biological Resources	VM-Biological-02. <i>Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location’s nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.</i>	CPKC completed the clearing of vegetation for the 2025 Capital Improvement Projects on 3/31 to ensure compliance with the Migratory Bird Treaty Act.
49	Biological Resources	VM-Biological-03. <i>The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).</i>	CPKC completed tree removal for the 2025 Capital Improvement Projects on 3/31 to avoid tree removal during the Indiana bat and northern long-eared bat active season.
50	Biological Resources	VM-Biological-04. <i>During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.</i>	Prior to the clearing of trees, surveyors clearly flagged clearing limits to ensure that there was no unnecessary removal of bat habitat.
51	Biological Resources	VM-Biological-05. <i>If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine</i>	Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats. No signs of roosting or use by bats were observed.

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

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.</i>	Noxious weed control was not required during the reporting period at the Capital Improvement Projects under construction.
58	Biological Resources	VM-Biological-12. <i>The Applicants will ensure that any herbicides used in ROW maintenance to control vegetation are approved by EPA and are applied by licensed individuals who will limit application to the extent necessary for safe rail operations. Herbicides will be applied so as to prevent or minimize drift off of the ROW onto adjacent areas.</i>	CPKC confirms all herbicide used in the reporting period was approved by the EPA and applied by licensed applicators. CPKC did not receive any reports of herbicide drift or overspray during the reporting period.
59	Biological Resources	VM-Biological-13. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.</i>	CPKC continues to work within proximity of the eagle nest at the Dawn Siding Capital Improvement Project in compliance with the USFWS permit (MBPER10200860) issued to CPKC. No eagle nests have been observed at the other Capital Improvement Project sites.
60	Biological Resources	MM-Biological-01. <i>For capital improvements related to the acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.</i>	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free.
61	Biological Resources	MM-Biological-02. <i>During final design and engineering of capital improvement projects related to the acquisition, the Applicants shall reexamine the USFWS list of threatened or endangered species. If the list has changed to include newly listed species or newly designated critical habitat, or if new information reveals that listed species or critical habitat could be affected by the capital improvements, the Applicants shall consult with OEA and USFWS regarding avoidance, minimization, and mitigation measures and shall implement the measures developed in consultation with OEA and USFWS.</i>	During the final design of the Capital Improvement Projects, CPKC continues to reexamine the USFWS list of Threatened and Endangered Species and designated critical habitat and to consider whether any new information reveals that listed species could be affected. In addition, federal agencies that have permitting jurisdiction over any of the Capital Improvement Projects will oversee compliance with the Endangered Species Act.
62	Biological Resources	MM-Biological-03. <i>The Applicants shall apply the mitigation measures identified in VM Biological-03, VM-Biological-04, VM-Biological-05, VM-Biological-06 and VM Biological-07 to any planned capital improvements potentially affecting the habitat of the Tricolored bat, which USFWS has proposed for listing as Endangered.</i>	The listed mitigation measures were applied for the protection of Tricolored Bat in addition to the Indiana Bat and Northern Long-eared Bat.
63	Biological Resources	MM-Biological-04. <i>The Applicants shall implement Special Protective Measures and karst Best Management Practices if the construction of the planned capital improvements occurs in areas with karst features in Benton County, Arkansas and McDonald County, Missouri, to avoid</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>potentially affecting the endangered Benton County Cave Crayfish, Hell Creek Cave Crayfish, and Ozark Cavefish.</i>	
64	Water Resources	VM-Water-01. <i>The Applicants commit to remaining compliant with 33 C.F.R. Part 117 Drawbridge Operation Regulations.</i>	During the reporting period, CPKC complied with all applicable US Coast Guard regulations and did not receive any Notices of Violation or accompanying fines from the USCG related to the operation of drawbridges.
65	Water Resources	VM-Water-02. <i>As applicable for each of the Capital Improvement Projects, the Applicants will request Clean Water Act Water Quality Certification from the jurisdiction where the respective project is located.</i>	As applicable, CPKC has requested Clean Water Act Water Quality Certification from the respective jurisdictions for the Capital Improvement Projects under construction.
66	Water Resources	VM-Water-03. <i>As applicable for each of the individual Capital Improvement Projects, the Applicants will obtain an authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act before initiating project-related construction activities in jurisdictional waters of the U.S.</i>	As applicable, CPKC has obtained authorization under Section 404 of the Clean Water Act prior to initiating project-related construction activities in jurisdictional waters of the US.
67	Water Resources	VM-Water-04. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.</i>	The environmental monitor onsite daily at the respective Capital Improvement Projects under construction is ensuring the contractors comply with all applicable permit conditions.
68	Water Resources	VM-Water-05. <i>Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan (SWPPP) 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</i>	CPKC continues to minimize impacts to wetlands where practicable and to offset the loss of wetland habitat through the purchase of wetland credits or other means.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		wetland or other aquatic site, enhancing an existing aquatic site's function, preserving an existing aquatic site, and/or creating a new aquatic site.	
71	Water Resources	VM-Water-08. The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100-year storm event.
72	Water Resources	VM-Water-09. The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.
73	Water Resources	VM-Water-10. As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.	In-water work is being scheduled at the Capital Improvement Projects to protect fish species as applicable to each respective site.
74	Water Resources	VM-Water-11. During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
75	Water Resources	VM-Water-12. During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.	The environmental monitors at each of the respective Capital Improvement Project construction sites are ensuring that the contractors are only crossing watercourses at established crossing points.
76	Water Resources	VM-Water-13. During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.	The contractor is complying with the engineering design for each of the respective Capital Improvement Projects including the material specifications for each site (which have been designed by a Professional Engineer to ensure they are appropriate for that respective site).
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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
79	Water Resources	MM-Water-03. <i>The Applicants shall obtain and comply with National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges resulting from project-related construction activities at each of the capital improvements that meet the requirements for a NPDES.</i>	CPKC has ensured NPDES permit coverage is in place prior to the start of construction on all Capital Improvement Projects which meet the requirements for a NPDES permit.
80	Environmental Justice	VM-EJ-01. <i>The Applicants will use CP's experience building relationships with First Nations in Canada to engage with federally recognized Indian tribes in the U.S.</i>	During this reporting period, CPKC continued to build relationships with federally recognized Indian tribes in the U.S.
81	Environmental Justice	VM-EJ-02. <i>The Applicants will make Operation Lifesaver programs available to potentially affected communities, including schools and other organizations (Operation Lifesaver is a non-profit education and awareness program that helps increase the public's awareness of the dangers around rail lines).</i>	During this reporting period, CPKC Police Officers and other CPKC Employees completed 125 Operation Lifesaver and other rail safety presentations across the US portion of the network.
82	Environmental Justice	VM-EJ-03. <i>For the construction contracts for the Capital Improvement Projects, the Applicants commit to allocate a minimum of 15% of contractor bid evaluation weighting to the inclusion of minority and tribal owned businesses and employees on the proposed project team.</i>	CPKC continues to allocate a minimum of 15% in evaluation of contractor bids for the prospective contractor's inclusion of minority and tribal owned businesses and employees.
83	Environmental Justice	MM-EJ-01. <i>The Applicants shall conduct proactive and targeted outreach to minority and low-income communities that would experience adverse noise impacts as a result of the acquisition to provide information about the process for establishing Quiet Zones. The Applicants shall assist interested communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA's final rule on the "Use of Locomotive Horns at Highway-Rail Grade Crossings."</i>	CPKC is engaged with minority and low-income communities that are interested in or in the process of inquiring or applying for quiet zones.
84	Community Agreements and Coordination	VM-Community-01. <i>The Applicants commit that the new CPKC will meet regularly with community representatives in the Houston area. If those communities experience merger-related impacts, CPKC will work with them on ways to address their concerns. CPKC will also participate alongside other railroads serving Houston—notwithstanding that it will own no track there—to work cooperatively with communities to address the impacts of rail operations in the region.</i>	CPKC continues to engage with Houston communities and has a Houston-based representative. CPKC attended the March 26 Rail Corridor Collaborative meeting. CPKC continues to regularly attend Houston Area Rail Transformation (THE HART) working group meetings. On April 8th CPKC actively participated in a visit and tour of the Chicago Region Environmental and Transportation Efficiency (CREATE) program by a delegation of Houston stakeholders seeking to learn how to replicate Chicago's success. We are also supporting a visit by a CREATE delegation to Houston in July.
85	Community Agreements and Coordination	VM-Community-02. <i>The Applicants will provide community leaders in Houston with ways to report issues. CP has a "Community Connect"</i>	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC did not receive any calls to the Community

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		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.	Connect line from the Houston area this quarter, and it passed on notification of two incidents to Union Pacific through the Public Safety Communications Center. CPKC continues to have regular engagement with stakeholders in the Houston area.
86	Community Agreements and Coordination	VM-Community-03. The Applicants will work with certain Chicago area communities with which they have not been able to reach agreements—DuPage County, the Village of Bartlett, the Village of Bensenville, the City of Elgin, the Village of Itasca, the Village of Hanover Park, the Village of Roselle, the City of Wood Dale, and the Village of Schaumburg—to mitigate potential acquisition-related environmental impacts. Specifically, they will work with them to accomplish: • Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation. • Installing and funding a predictive mobility system, interconnected with existing railroad crossing signals, that will deliver advanced notice of blocked crossings to citizens, police, fire, and rescue operations, and others. • Installing and funding ITS Interconnect for Advanced Warning Signs at strategic locations to give drivers information about occupied crossings, allowing them to make better on-the-spot decisions. • Installing and funding Positive Train Control wireless technology tie-ins at crossings adjacent to Metra platforms, which will minimize the activation of crossing lights and gates. With respect to the work described above, the Applicants anticipate that the Applicants or their subcontractors will perform the work. In the case of instances where work may be performed by others, the Applicants would reimburse reasonable and customary charges for such work. Because Metra owns the trackage that CP uses in these communities, Metra would have to approve the implementation of these mitigation measures. The Applicants would work with Metra, the communities, and any other relevant agencies to seek approvals.	On May 15, the final draft assessment report for the Roselle, IL Quiet Zone Study was completed. CPKC is working with the Village and Metra to decide which measures will be utilized to reduce the risk and allow for QZ implementation. CPKC has been actively circulating and receiving input to the Elgin QZ diagnostic meeting (conducted on March 10) minutes. On March 15, CPKC coordinated an opportunity for LinqThingz to present to the DuPage Rail Safety Council on the predictive mobility system buildout across the corridor. On March 21, CPKC met with the Itasca Fire District to provide updates on train count and LinqThingz system buildout. On April 9, CPKC met with the Stop CPKC Coalition and Village of Bensenville to discuss the Linqthingz status and delays being experienced from some communities in getting to full implementation. On April 10, CPKC discussed the LinqThingz status update with Elgin Fire Department now that the system is live and good to go for them. On April 22, CPKC Senior Vice President of Operations and CPKC Gov't Affairs met with Village of Bensenville leadership to discuss rail operations, progress on the merger and future areas of potential collaboration.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
87	Community Agreements and Coordination	MM-Community-01. <i>The Applicants shall comply with the terms of the agreements reached between the Applicants and the City of Davenport, Iowa; the City of Bettendorf, Iowa; the City of Muscatine, Iowa; the City of LeClaire, Iowa; the City of Clinton, Iowa; the City of Washington, Iowa; the City of Fruitland, Iowa; the Village of Hampshire, Illinois; the Village of Pingree Grove, Illinois; and the City of Liberty, Missouri.</i>	CPKC continues to work with each community to comply with the terms of the agreements and remains engaged and focused on ensuring an open dialogue. CPKC met with the Village of Pingree Grove on multiple occasions this quarter to finalize implementation of the parking lot and sidewalk access. The Quiet Zone application for the Village of Hampshire has been submitted to the Federal Railroad Administration and is currently under review. Design plans have reached 100%. On April 21, the City of Le Claire, Iowa accepted the finalized version of the quiet zone study that CPKC supported. On May 28, CPKC leaders met with the City of Davenport to discuss rail operations in the city and progress on the CPKC merger. On May 28, CPKC leaders met with the City of Bettendorf to discuss rail operations in the city and progress on the CPKC merger.
88	Community Agreements and Coordination	MM-Community-02. <i>If Applicants reach additional agreements with communities or other entities following publication of this Final EIS, the Applicants shall notify the Board, and the Board will impose a condition that requires the Applicants to comply with the terms of the agreement.</i>	CPKC did not reach any additional agreements with communities in this quarter.
89	Community Agreements and Coordination	MM-Community-03. <i>To facilitate compliance with VM-Community-01 and VM Community-02, the Applicants shall establish a Community Liaison to consult with Houston area community leaders. The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the Board’s final decision authorizing the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to the Houston mayor and Harris County officials.</i>	Kyle Morgan continues to serve as CPKC’s Community Liaison for the Houston Area.
90	Community Agreements and Coordination	MM-Community-04. <i>To facilitate compliance with VM-Community-03, the Applicants shall establish a Community Liaison to consult with leaders of Chicago area communities referenced in that mitigation measure (the Village of Itasca, the Village of Bensenville, the City of Wood Dale, the Village of Roselle, the Village of Schaumburg, the Village of Hanover Park, the Village of Bartlett, the City of Elgin, and DuPage County). The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the approval of the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	Larry Lloyd continues to serve as CPKC’s Community Liaison for the Chicago Area.

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.

No ground disturbing activities occurred 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

As CPKC reported in Quarterly Compliance Report 7, Monroe siding is complete.

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 and environmental permitting work on the proposed Ottumwa Siding Extension. No physical construction was undertaken at this site.

Moravia, IA – New Siding

In this reporting period, CPKC started construction on the Moravia Siding.

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.

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 completed track construction on the new siding at Dawn.

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. No ground disturbing activities occurred during the reporting period. The final archaeological monitoring report is appended.

Blue Valley, MO – New Double Track

In this reporting period, CPKC continued 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 occurred during the reporting period.

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 did not undertake any work on the proposed Goodman Siding.

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 did not undertake any work on the proposed Heavener Siding Extension.

Mena, AR – New Siding

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

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

CPKC had an archaeological monitor on site full time during ground disturbing activities. No ground disturbing activities occurred during the reporting period. The final archaeological monitoring report is appended.

Singer, LA – Siding Extension

As CPKC reported in Quarterly Compliance Report 7, the Singer Siding Extension is complete.



DAWN SIDING

CPKC Final Environmental Monitoring Report

DAWN SIDING

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Dawn Siding project located in Livingston County, MO (Kansas City Subdivision from MP 428.78 to MP 430.95). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15th, 2023. The siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board's Final Decision), and this is the final report showing Dawn's compliance with those measures. Construction on Dawn started on 11/13/2023, embankment was completed on 11/2/2024 and the rail siding is to be constructed in early 2025. All construction activities which were part of this project were in compliance with the Board's construction related Conditions.

Compliance with Mitigation Measures

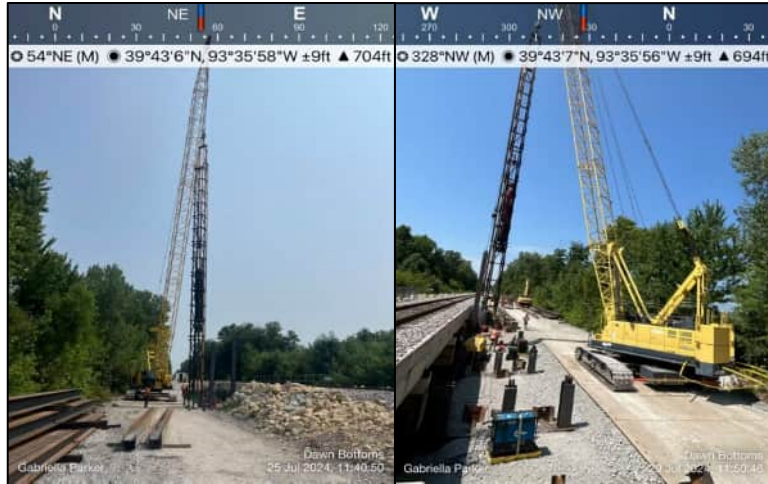
MM-General-03. To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within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

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



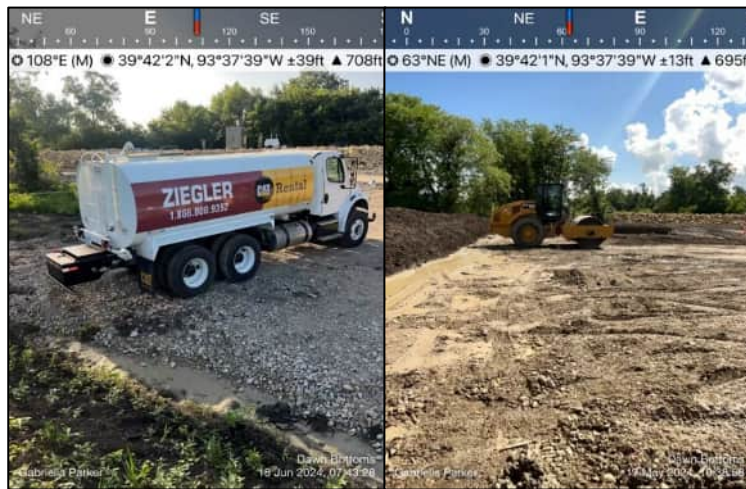
VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.

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



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

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



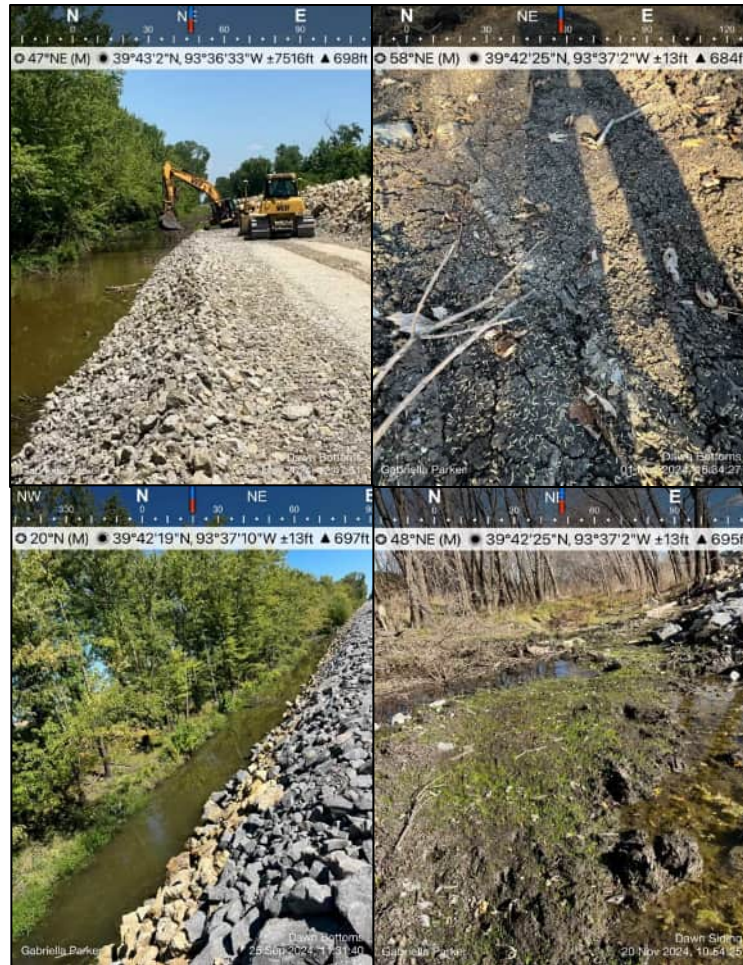
VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.

Water truck was onsite from 6/15/24 - 11/1/24 to suppress dust throughout the project. Calcium Chloride was applied to County Rd 429 in front of landowner Cramers house (5/9/24, 6/13/24, 8/5/24, and 9/16/24).



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

Contractors ensured stabilization with seeding measures on areas where vegetation clearing took place on 11/1/2024. Rip rap armor installation ensured bank stabilization. Post construction inspections have ensured re-stabilization measures have been taken on the entire ROW.

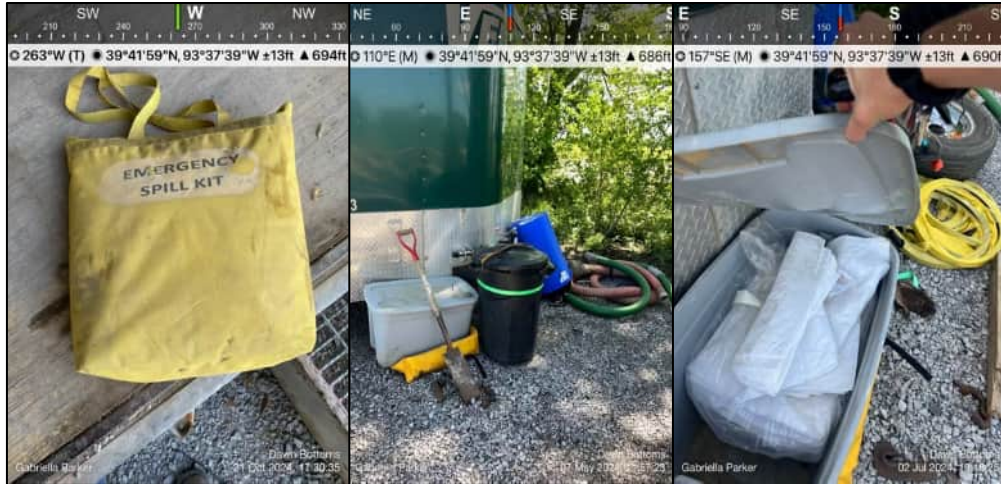


VM-Haz. Material Sites-01. The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants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

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

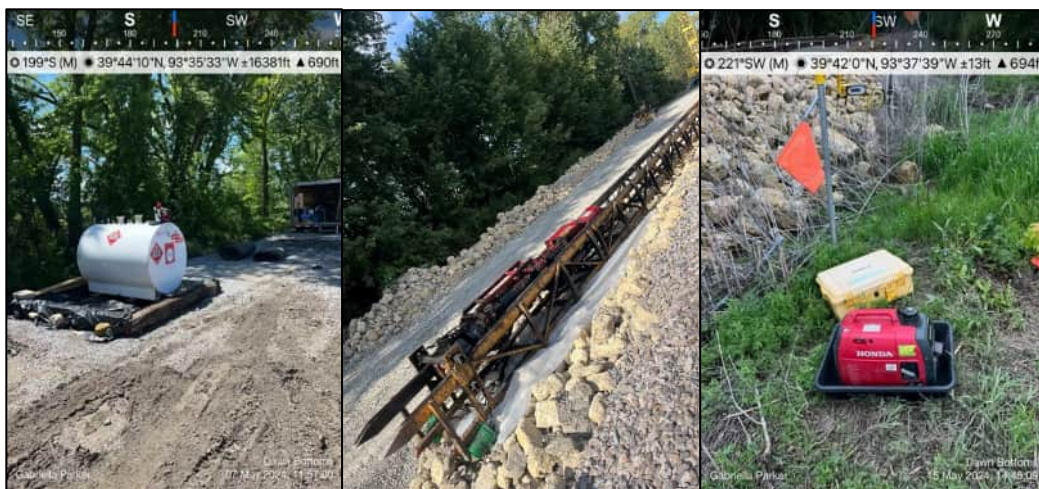
VM-Haz. Material Sites-03. In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to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

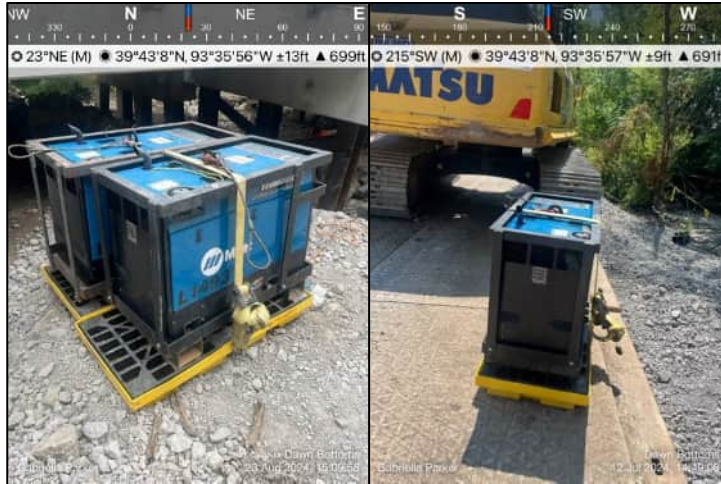
All Veit equipment was equipped with spill kits and there were extra spill kit materials available at Veit and E80's trailer. No spills of reportable quantity were observed.



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

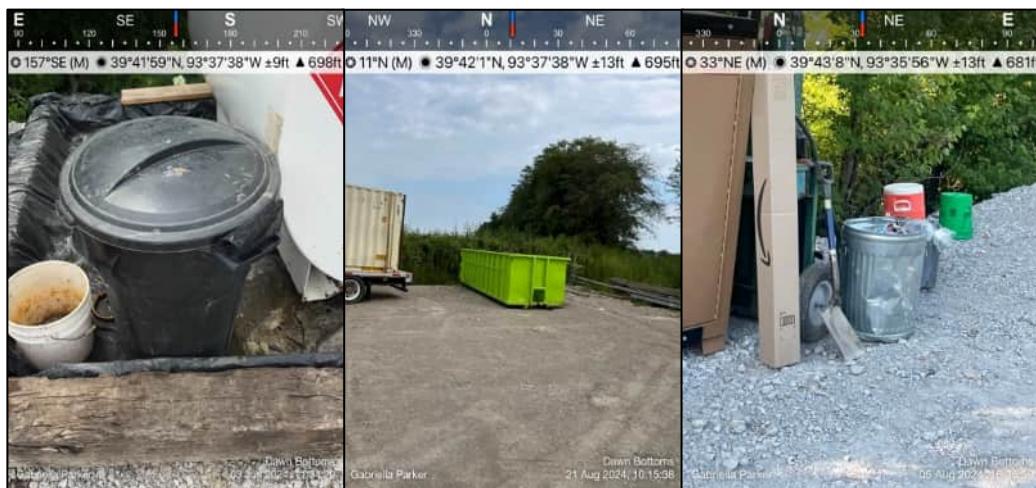
Any extensive maintenance or large quantity fluid change was performed off site to minimize risk of a spill or impact to surrounding environment. Contractors utilized secondary containment when refueling equipment at the main entrance. Each piece of equipment contained spill kit materials in preparation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





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

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



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

Tree clearing at Dawn was completed prior to 4/1/2024. An active eagles nest was observed. Findings of feathers and bones were sent to U.S Fish and Wildlife. An Eagle Disturbance Take Specific Permit was obtained by CPKC to continue with construction work while monitoring the eagles and nest (see Appendix B).



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

All clearing operations have been completed outside of the dates listed above. Environmental Monitor inspected area for any signs of bats before clearing took place (see Appendix A).



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

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



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

The Environmental Monitor completed weekly, and sometimes more frequent, inspections of the bridges on site. I, Environmental Monitor/ qualified biologist Gabriella Parker, conducted a bat inspection on all existing bridges on 4/22/2024. No bats or signs of bats were discovered (see Appendix A).

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

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



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

No temporary lighting was used between 4/ 1/24 through 10/31/24.

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.

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



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

Ground disturbance took place only in the approved work areas MP 428.78 to MP 430.95 for construction operations.

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

All seed mixtures used on the Dawn siding project for stabilization/restoration were approved by Environmental Monitors, ensuring no noxious weeds were included in the mix. Annual rye and winter rye were used. No herbicide sprays were used on the Dawn siding project.



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

An active eagles nest was observed, and a permit was acquired for construction. All contractors were made aware of prohibited, avoidance and minimization measures in the permit. The fledgling was not

spotted in the area from mid July through mid October. Evidence of eagle activity re-appeared 10/22/2024 with droppings present below the nest at 2084+00.



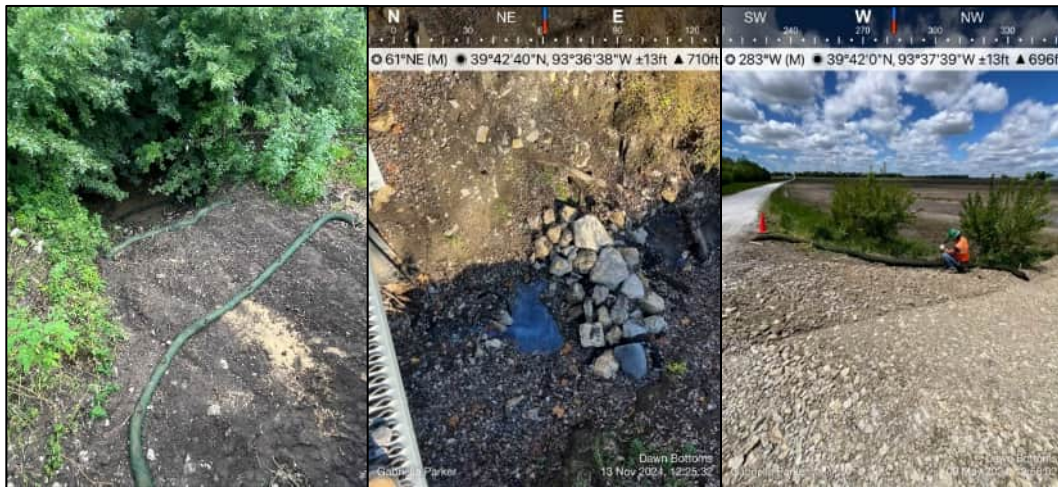
MM-Biological-01. For capital improvements related to the Proposed Acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.

Environmental Monitors inspected each seed tag prior to use to ensure no invasive weed species were present.



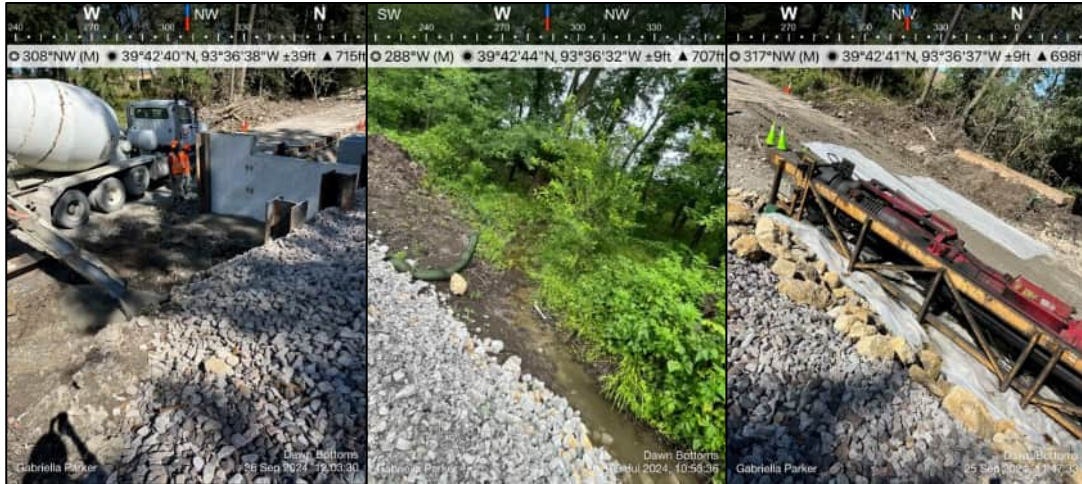
VM-Water-04. As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section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

The contractor followed all water quality control measures identified in all permits including the Water Quality Certification. A site-specific Stormwater Pollution Prevention Plan (SWPPP) was provided to all contractors onsite. Following the plan, Environmental Monitors and contractors worked together on the installation/maintenance of erosion control devices and best management practices minimizing the potential for erosion and sediment affecting waterways. Routine SWPPP/rain event inspections were conducted until 11/27/2024, when stabilization was achieved.



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

The contractor complied with the approved site-specific SWPPP plan. Following the plan, Environmental Monitors and contractors worked together on the installation of erosion control devices and best management practices near and around waterways to reduce the amount of sediment and pollutants entering surface waters and ground waters. Implemented examples include biologs, secondary containment, rock check dams and concrete washout areas.



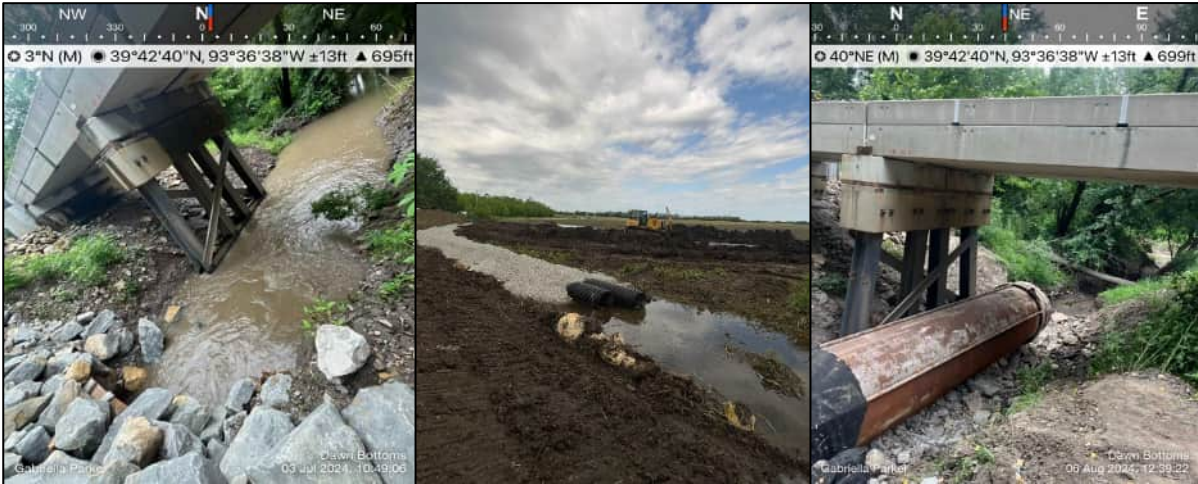
VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.

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



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

Environmental Monitors worked together with the contractors on protecting wetlands and waterways while construction was occurring. Temporary culverts were installed.

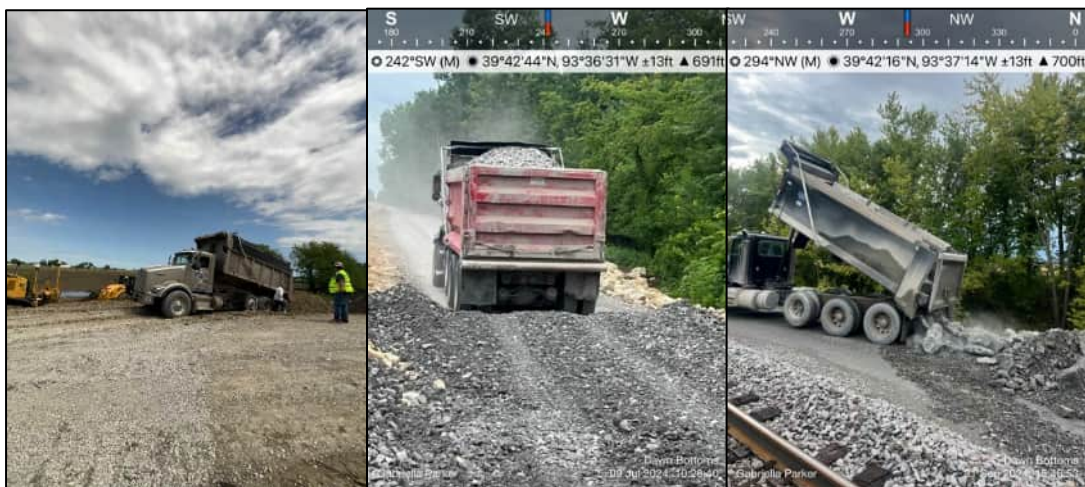


VM-Water-11. During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the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

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

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

The fill material was imported from Trager Quarry, an approved offsite source. 6", 3" minus, 1 1/4" road base, sub-ballast and rip rap were used throughout the project.





DAWN SIDING

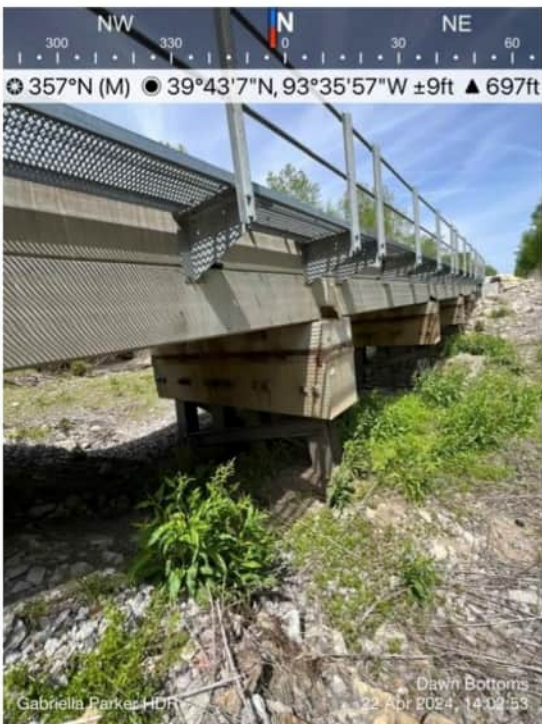
CPKC Final Environmental Monitoring Report

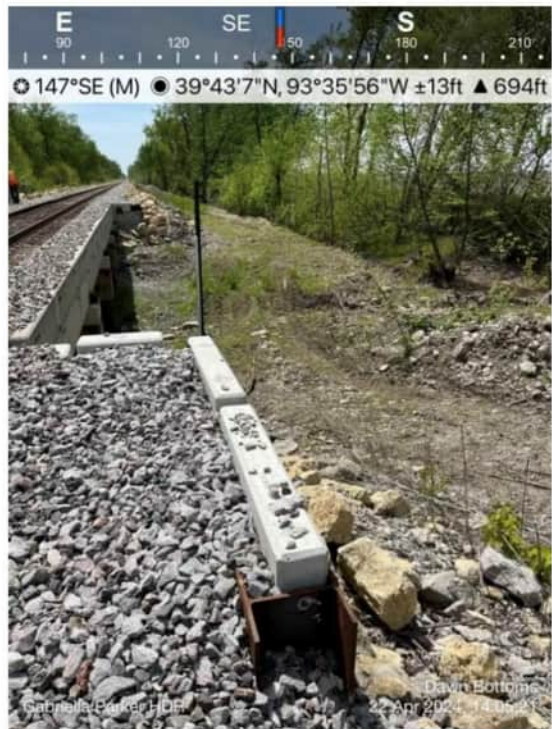
APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-22-2024 2:02PM		CPKC Project Name Dawn		Bridge Milepost MP 428.99		County Livingston	
Structure Name (if exists) Ex Bridge 428.99		Structure Coordinates (latitude and longitude) 39°43'7"N 93°35'57"W		Structure Height (approximate) 24'		Structure Length 92'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place ☒ Pre-stressed Girder				☒ Metal ☐ None ☒ Concrete			
☐ Flat Slab/Box ☐ Steel I-beam				☒ Concrete ☒ Concrete ☐ Timber			
☐ Truss ☐ Covered				☐ Timber ☒ Steel ☐ Stone/Masonry			
☐ Parallel Box Beam ☐ Other:				☐ Open grid ☐ Timber ☐ Other:			
Culvert Type				Culvert Material			
☐ Box ☐ Pipe/Round ☐ Other:				☐ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
Other Structure				Creosote Evidence			
				☐ Yes ☒ No ☐ Unknown			
				Notes:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Closed vegetation				☒ Agricultural ☐ Grassland			
☒ Rip-rap ☐ Railroad				☐ Commercial ☐ Ranching			
☐ Flowing water ☒ Road/trail - Type:				☐ Residential-urban ☒ Riparian/wetland			
☐ Standing water ☐ Other:				☒ Residential-rural ☐ Mixed use			
☒ Seasonal water				☐ Woodland/forested ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Crack between concrete railings on top of the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
☒ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining ☐ N/A			
Name: Gabriella Parker				Signature:			

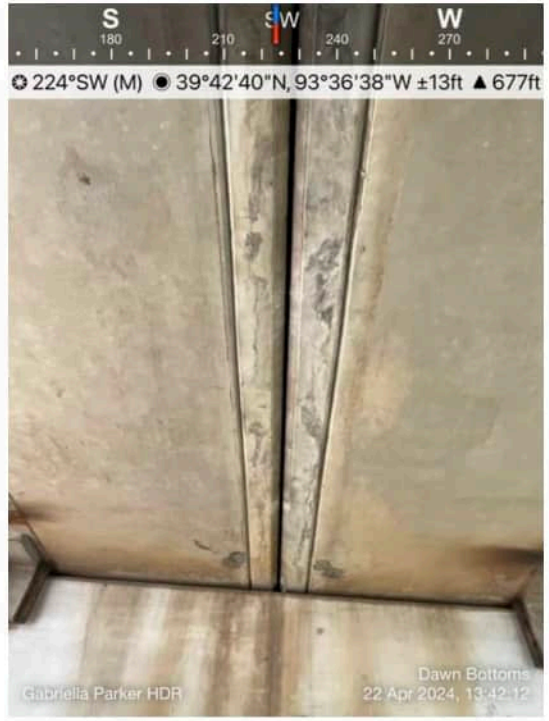
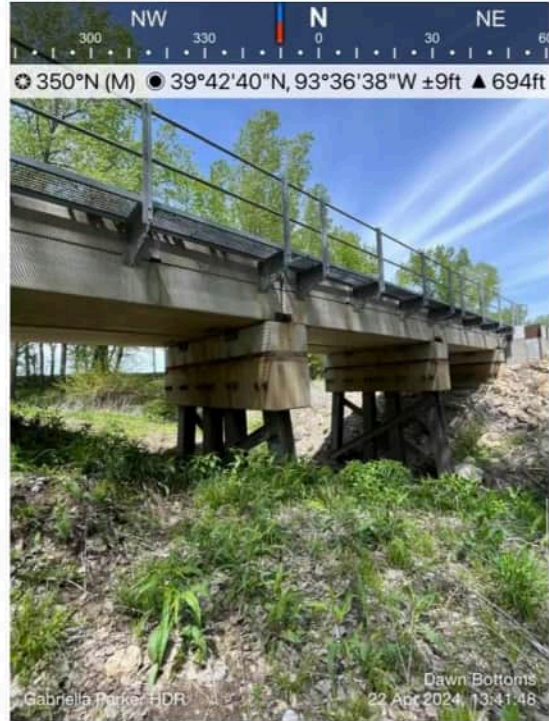






CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 04-22-2024 1:41PM		CPKC Project Name: Dawn		Bridge Milepost: MP 429.78		County: Livingston	
Structure Name (if exists): Ex Bridge 429.78		Structure Coordinates (latitude and longitude): 39°42'40" N 93°36'38" W		Structure Height (approximate): 24'		Structure Length: 70'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place ☐ Flat Slab/Box ☐ Truss ☐ Parallel Box Beam				☐ Pre-stressed Girder ☐ Steel I-beam ☐ Covered ☐ Other:		☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:	
				☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:		☒ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
Culvert Type				Culvert Material		Creosote Evidence	
☐ Box ☐ Pipe/Round ☐ Other:				☐ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☐ Yes ☒ No ☐ Unknown	
Other Structure						Notes:	
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Rip-rap ☒ Closed vegetation ☐ Flowing water ☒ Railroad ☐ Standing water ☐ Road/trail - Type: ☐ Seasonal water ☐ Other:				☒ 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 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Crack between concrete railings on top of the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
☒ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Odor ☐ Photos ☐ Guano ☐ Staining ☐ N/A			
Name: Gabriella Parker				Signature:			





CPKC Final Environmental Monitoring Report

APPENDIX B



Eagle Disturbance Take Specific Permit

Permit Number: MBPER10200860

Version Number: 0

Effective: 2024-05-17 **Expires:** 2028-05-16

Issuing Office:

Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

MB Bloomington Permit Office

5600 American Blvd West, Suite 990

Bloomington, Minnesota 55437-1458

permitsR3MB@fws.gov

Tel: 612-713-5436

Digitally signed by

MARY
EMANUEL

Digitally signed by MARY
EMANUEL

Date: 2024.05.17
14:12:34 -05'00'

Permittee:

CPKC Railroad

1010 Shop Rd

St. Paul, Minnesota 55119

U.S.A.

Name and Title of Principal Officer:

Kyle Sumsion Manager System Environmental Assessment

Authority: Statutes and Regulations: 16 U.S.C. 668-668(d) 50 CFR Part 13, 50 CFR 22.280

Location where authorized activity may be conducted:

Dawn, Livingston County, Missouri. Nest: 39.708888 -93.614302

Reporting requirements:

Annual Report due by September 30. An **annual report is still required** even if no eagle activity is observed at the nest, or if project activities were delayed in implementation or were not conducted.

You must submit an annual report to your Regional Migratory Bird Permit Office each year, even if you had no activity.

Form: www.fws.gov/forms/3-202-15.pdf.

Authorizations and Conditions:



Eagle Disturbance Take Specific Permit
Permit Number: MBPER10200860
Version Number: 0
Effective: 2024-05-17 **Expires:** 2028-05-16

Region 3 Migratory Bird Permit Office: 612-713-5436, permitsR3MB@fws.gov

Definitions (as defined in 50 CFR 22.6 and available at <https://www.ecfr.gov/current/title-50/section-22.6>):

Alternate Nest means one of potentially several nests within a nesting territory that is not an in-use nest at the current time. When there is no in-use nest, all nests in the territory are alternate nests.

Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.

Eagle nest means any assemblage of materials built, maintained, or used by bald eagles or golden eagles for the purpose of reproduction. An eagle nest remains an eagle nest until it becomes so diminished, or the nest substrate upon which it is built fails, that the nest is no longer usable and is not likely to become usable to eagles, as determined by a Federal, Tribal, or State eagle biologist.

In-use nest means a bald eagle or golden eagle nest that contains one or more viable eggs or dependent young, or, for golden eagles only, has had adult eagles on the nest within the past 10 days during the breeding season.

Incidental take means take that is foreseeable and results from, but is not the purpose of, an activity.

Nesting territory means the area that contains one or more eagle nests within the home range of a mated pair of eagles, regardless of whether such nests were built by the current resident pair.

Practicable means available and capable of being done after taking into consideration existing technology, logistics, and cost in light of a mitigation measure's beneficial value to eagles and the activity's overall purpose, scope, and scale.

Definitions for the purposes of these permit conditions:

Breeding season refers to the period of time where eagles are breeding or are preparing to breed. Actual breeding season dates can vary slightly between breeding pairs and from year to year. For Bald Eagles, in **Missouri**, these dates are December 15-July 15. The nest may be in-use prior to, or past, these dates.

Occupied nest means an in-use bald eagle nest or an alternate bald eagle nest that has had attending adults within the past 10 days during the first 3 months of the breeding season.

Link to federal permit regulations:

<https://www.fws.gov/program/migratory-bird-permit/permit-types-and-forms>

Reporting Form: Form 3-202-15 (Eagle Incidental Take Report): <http://www.fws.gov/forms/3-202-15.pdf>

To retain the authorizations granted under this permit, you must comply with its reporting requirements. See Condition I for more information.

A. General conditions set out in Subpart B of 50 CFR 13, and specific conditions contained in federal regulations cited above, are hereby made a part of this permit. All activities authorized herein must be carried out in accordance with and for the purposes described in the application submitted. Continued validity, or renewal of this permit is subject to complete and timely compliance with all applicable conditions, including the filing of all required information and reports.

B. You are responsible for ensuring that the permitted activity is in compliance with all federal, tribal, state, and local laws and regulations applicable to eagles.

C. Valid for use by permittee named above and any subpermittees (see Condition I.).

D. **Authorization:** You are authorized to take, by means of disturbance, one (1) pair of bald eagles tending their nest, at 39.708888 -93.614302, including the loss of any eggs or offspring, incidental to your construction of 12,000 ft of railroad passing track including over-excavating existing soil and rock, placement and compaction of earthen fill, sub-ballast rock, and ballast rock prior to laying ties and steel track.



Eagle Disturbance Take Specific Permit

Permit Number: MBPER10200860

Version Number: 0

Effective: 2024-05-17 **Expires:** 2028-05-16

Disturbance is authorized provided there is no practicable alternative to avoiding or minimizing it. The authorization applies only to disturbance take resulting from activities and infrastructure described in your permit application and conducted in accordance with the terms of this permit.

If the permitted activity changes, you must immediately contact permitsR3MB@fws.gov to determine whether a permit amendment is required in order to retain take authorization.

E. Prohibited: This permit does not authorize:

1. Take of eagle nests, including by substantively modifying nesting substrate sufficient to render the substrate unsuitable for eagle nesting, except as authorized in C(8) for prescribed burn operations.
2. Disturbance of golden eagles.
3. Incidental or intentional take that results in injury or death of eagles. Possession of eagles, nestlings, or eggs.
4. Permanent take of any eagle territory. Your activities must not eliminate the potential for future nesting activity within any eagle territory.

F. Avoidance and Minimization: You must comply with the avoidance and minimization measures outlined in the permit application materials.

- All project personnel will be informed of the presence of the bald eagles and their nest, as well as the federal protections they are afforded.
- Retain as many mature trees and vegetation around the bald eagle nest as possible to reduce visual and noise impacts.
- Avoid the use of plastic erosion control material to prevent bald eagle and other wildlife entanglement. Staging heavy equipment will be avoided within 330 feet of the bald eagle nest tree.
- Within 330 feet of the nest, to the maximum extent practicable, loud construction activities will be avoided during 2 hours after sunrise and 2 hours after sunset.
- Project activities will be staged in a manner that work within the 330-foot buffer of the bald eagle nest tree will be completed as quickly as possible.
- Where possible, have equipment drive at a constant speed past the bald eagle nest tree without stopping.
- Within a 200-foot buffer around the bald eagle nest during bald eagle breeding season, project work will not start until one hour after sunrise and will end one hour before sunset in order to allow the ambient temperatures to warm, so if the adult bald eagles flush from their nest the bald eaglets will be less exposed. Once the high temperature for the day reaches 50 degrees F for two days in a row, then the sunrise and sunset restrictions may be lifted.
- Loud and disruptive noises will be reduced immediately around the bald eagle nest (within 330 feet) in the two weeks prior to bald eaglets fledging as they are susceptible to jumping out of their nest prior to fledging if disturbed.

G. Monitoring Requirements

1. The purpose of monitoring is to determine the nest outcome for the season (successful/failure) during each year the permit is valid.

You are required to monitor the nest at the location in Condition D once construction activities begin and annually thereafter. You are required to monitor in 2024, 2025, 2026, 2027, and 2028 during the season(s) when eagles would normally be present. The monitor should be as inconspicuous as possible and use a blind if needed. The monitor should be more than 330 feet from the nest unless the nesting eagles are acclimated to greater levels of human disturbance.

If a new eagle nest is built on the property described in Condition D, or within the nesting territory, you must report the location of the nest to permitsR3MB@fws.gov within 10 days of discovery and additional monitoring may be required.

2. **Monitoring Schedule:** You are required to monitor while project activities are being conducted and each year that the permit is valid during the seasons eagles may be present. No additional monitoring is required once eaglets have fledged from the nest or nest failure is documented or if the nest is unoccupied by April 15th.



Eagle Disturbance Take Specific Permit

Permit Number: MBPER10200860

Version Number: 0

Effective: 2024-05-17 **Expires:** 2028-05-16

Monitoring must be conducted according to the following schedule and there must be at least two weeks between monitoring events:

Frequency	Eagle Monitoring Schedule	Time	Time of Day
Once	December	60 – 90 minutes	Begin ½ hour before sunrise or before sunset
Once	Between January 15 and February 15	60 – 90 minutes	Begin ½ hour before sunrise or before sunset
Once	Between February 15 and March 15	60 – 90 minutes	Begin ½ hour before sunrise or before sunset
Once	Between March 15 and April 15	60 – 90 minutes	Begin ½ hour before sunrise or before sunset
Once	May	60 – 90 minutes	Begin ½ hour before sunrise or before sunset
Once	Every month after until fledging or nest failure is documented	60 – 90 minutes	Begin ½ hour before sunrise or before sunset

Monitoring should occur at a time of day when eagles are most likely to be in the area, e.g., early morning, before sunrise or late afternoon, just prior to sunset, e.g. 7am- 10am; 5pm-7pm EST. Monitoring must be able to provide data on the following:

1. Nest activity status (active, inactive)
2. Nesting status (incubating eagle eggs, eaglets present)
3. Nest success (eaglets fledged, nest failed).

H. Reporting Requirements.

1. You must submit an annual report by 9/30 for each year the permit is valid summarizing the information you obtained through monitoring to the issuing permit office at permitsR3MB@fws.gov.

You may use Form 3-202-15 (Eagle Take Report) found online at <http://www.fws.gov/forms/3-202-15.pdf> to report eagle monitoring activities.

Monitoring reports should include the following information:

- a. Date and length of time eagles were observed;
- b. Time of day;
- c. Number and age of eagles observed (i.e. juvenile, immature, subadult, adult); if age is not known, provide description;
- d. Observed behavior (e.g. perching, feeding, sitting on or attending nest, in flight);
- e. In the event a new eagle's nest is built on/adjacent to your property, you must also report the new location and whether the eagles produced young at that site;
- f. If any eagle nesting attempt was successful, failed or the eagles abandoned the area; and
- g. A description of any human activity at the time eagles are observed during each month of the monitoring period, (e.g. construction, road building, use of machinery, etc.).

Even if no eagle activity is observed, a report indicating "no activity observed" is still required.

If project activities were delayed or not conducted, an Annual Report indicating that "no activities occurred" is required.

2. You must immediately notify the migratory bird permit issuing office at permitsR3MB@fws.gov upon discovery of any unanticipated take or regarding any apparent injury or death occurring to any eagle, including viable eggs or young, related or unrelated to the project activities. You must immediately contact the nearest available permitted migratory bird rehabilitator (see <https://www.fws.gov/story/find-migratory-bird-rehabilitation-facility>) to find a permitted rehabilitator near you) to coordinate transportation of any injured eagle.

I. Subpermittees.

You may designate subpermittees to conduct some or all of your permitted activities. A subpermittee is an individual to whom you have provided written authorization to conduct some or all of the permitted activities in your absence. Authorized subpermittees are any person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing. As the permittee, you are legally responsible for ensuring that your



Eagle Disturbance Take Specific Permit

Permit Number: MBPER10200860

Version Number: 0

Effective: 2024-05-17 **Expires:** 2028-05-16

subpermittees are adequately trained and adhere to the terms of your permit. You and any subpermittees must carry a legible paper or electronic copy of this permit and subpermittee designation letter and display it upon request whenever you are exercising its authority. Subpermittees must be at least 18 years of age. You are responsible for maintaining current records of who you have designated as a subpermittee, including copies of any designation letters provided to individuals not named above.

J. Other Conditions

1. You must comply with all of the regulations and permit conditions in 50 CFR parts 10, 13, 21, and 22.
2. You must keep records of all activities conducted under this permit, including any subpermittee activities carried out under the authority of this permit (see 50 CFR § 13.46).
3. By accepting this permit, you are authorizing the Service to inspect the location and records relating to the activity (see 50 CFR § 13.21(e)). Service or Service contractors may require access to your project site to ensure permitting is consistent with eagle preservation. The Service will provide reasonable notice for requests to access sites and negotiate with the permittee about practicable and appropriate access conditions to protect human health and safety and address physical, logistical, or legal constraints.
4. You are responsible for ensuring that the permitted activity complies with all Federal, Tribal, State, and local laws. This permit is not valid if implementing any of its provisions may affect a listed, proposed, or candidate species or designated or proposed critical habitat under the federal Endangered Species Act, nor has the potential to cause effects to cultural resources or historic properties protected by the National Historic Preservation Act.
5. The Service may amend, suspend, or revoke a permit issued under this subpart if new information indicates that revised permit conditions are necessary, or that suspension or revocation is necessary, to safeguard local or regional eagle populations. This provision is in addition to the general criteria for amendment, suspension, and revocation of Federal permits set forth in 50 CFR § 13.23, 13.27, and 13.28.
6. Notwithstanding the provisions of 50 CFR § 13.26, you remain responsible for all outstanding monitoring requirements and mitigation measures required under the terms of the permit for take that occurs prior to cancellation, expiration, suspension, or revocation of the permit.



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
Monica Zsigmond, Archaeologist, Actalent

June 5, 2025

HDR Rail Cultural Resources Monitoring Final Summary Report, Dawn, Missouri

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 Dawn new siding project area documents the completed cultural resource monitoring activities undertaken by HDR from April 24, 2024, to October 24, 2024.

The Dawn new siding project, located near Chillicothe, Missouri was approximately 2.17 miles long and consisted of approximately 10,600 feet of new siding rail with No. 15 power operated turnouts on either end. The construction project was constructed between mile posts (MP) 428.78-430.95.

The work occurred on the west side (compass northwest) of the existing main track with a track center of 15 feet. Widening of the existing embankment was necessary to accommodate the proposed typical sections for the new siding. The area is prone to regular flooding and the main track has been raised several times and sits on a very deep ballast section. There are farm field levees adjacent to west side of the right-of-way (ROW) and Shoal Creek runs adjacent on the east side. The extent of the project was entirely on fill that is four to ten feet high. Access to the construction site was from the south end at County Road 418. Additional access from adjacent landowners on the west side of the ROW was necessary in order to gain full and efficient construction access to the entire project limits.

There are two bridges and no culverts within the extent of the project limits. New concrete trestle bridges, similar to the existing bridges, were constructed for the siding track. Track centers in the vicinity of the bridges is slightly wider than 15 feet to accommodate construction of the new siding bridges. There are no road crossings within the limits of the project.

Archaeologist Monica Zsigmond was the assigned archaeological monitor for the Project, under the direction of Secretary of the Interior (SOI)-qualified Senior Archaeologist Josh Fletcher (Principal Investigator).

MONITORING METHODS

HDR monitoring methods consisted of visual inspection of all ground-disturbing activities, including but not limited to, grading and filling, unloading and staging silt socks, bulldozer unloading, rolling gravel, excavating and installing drainage culverts, grading RR slope, grading future staging areas, tree stump removal and grinding, grubbing and grading RR slope to receive gravel base, spreading of gravel, construction of turnarounds, base construction, grading existing ROW prior to gravel deposition and distribution as part of new railroad line base construction, excavating into ROW slope, blading and leveling, excavating soil on edges of newly built base, excavating edges and placing large stabilizer rip rap boulders at edges of railroad base, new railroad siding base construction, grading and leveling access roads and staging areas around project ROW for erosional maintenance, rolling and compacting spread gravel, driving pile, moving and placing rip rap, bridge construction activities, water and gravel truck delivery, welding, culvert installation, loading concrete abutments, placing bridge abutments, and access road maintenance.

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 Dawn new siding project area between the dates of April 24, 2024, to October 24, 2024, are presented in Table 1.

Table 1. Project Area Construction Activities and Results

Summary of Construction Activities	Results
Grading and filling, unloading and staging silt socks, bulldozer unloading, rolling gravel, excavating and installing drainage culverts, grading RR slope, grading future staging areas, tree stump removal and grinding, grubbing and grading RR slope to receive gravel base, spreading of gravel, construction of turnarounds, base construction, grading existing ROW prior to gravel deposition and distribution as part of new railroad line base construction, excavating into ROW slope, blading and leveling, excavating soil	No intact features or cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

on edges of newly built base, excavating edges and placing large stabilizer rip rap boulders at edges of railroad base, new railroad siding base construction, grading and leveling access roads and staging areas around project ROW for erosional maintenance, rolling and compacting spread gravel, driving pile, moving and placing rip rap, bridge construction activities, water and gravel truck delivery, welding, culvert installation, loading concrete abutments, placing bridge abutments, and access road maintenance.

RESULTS

No intact features or cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

CONCLUSIONS

From April 24, 2024, to October 24, 2024, HDR archaeologist Monica Zsigmond, under direction of SOI-qualified Senior Archaeologist Josh Fletcher, monitored all new ground disturbance in the designated project area between Dawn MPs 428.78-430.95 (Tables 2-8). During this period, no archaeological deposits were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

Table 2. Monitoring Locations and Results – April 2024

Date	Monitoring Location	Construction Activities Monitored	Results
April 24, 2024	MP 428.78-430.95	Grading and filling.	No findings.
April 25, 2024	MP 428.78-430.95	Grading, unloading and staging silt socks, bulldozer unloading, and rolling gravel.	No findings.
April 26, 2024	MP 428.78-430.95	No construction activities. Study area is flooded.	None.
April 27-28, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
April 29, 2024	MP 428.78-430.95	No construction activities. Study area is flooded.	None.
April 30, 2024	MP 428.78-430.95	No construction activities. Study area is flooded.	None.

Table 3. Monitoring Locations and Results – May 2024

Date	Monitoring Location	Construction Activities Monitored	Results
May 1-3, 2024	MP 428.78-430.95	No construction activities. Rainouts.	None
May 4-5, 2024	MP 428.78-430.95	No construction activities. Weekend.	None
May 6, 2024	MP 428.78-430.95	Excavating drainage culverts.	No findings.
May 7, 2024	MP 428.78-430.95	Installing culverts, grading.	No findings.
May 8, 2024	MP 428.78-430.95	Grading RR slope, grading future staging area.	No findings.
May 9, 2024	MP 428.78-430.95	Grading RR slope, excavating culverts and placement, blading and grading staging area, tree stump removal and grinding.	No findings.
May 10, 2024	MP 428.78-430.95	Blading, grading staging area, spreading gravel.	No findings.
May 11-12, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
May 13, 2024	MP 428.78-430.95	Dumping and spreading of gravel, continuation of blading RR slope in preparation of construction of base layer.	No findings.
May 14, 2024	MP 428.78-430.95	Grubbing tree stumps and rock clear of slope grade construction to receive rock gravel base.	No findings.
May 15, 2024	MP 428.78-430.95	Continuation of grubbing and grading RR slope to receive gravel base, spreading of gravel, tree stump cutting, grinding and removal.	No findings.
May 16, 2024	MP 428.78-430.95	Continuation of grubbing and grading RR slope to receive gravel base, spreading of gravel, tree stump cutting, grinding and removal.	No findings.
May 17, 2024	MP 428.78-430.95	Grubbing, tree stump removal, grading RR slope, spreading gravel.	No findings.
May 18, 2024	MP 428.78-430.95	Grubbing, tree stump removal, grading RR slope in advance of receiving gravel, spreading gravel.	No findings.
May 19, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
May 20, 2024	MP 428.78-430.95	Grubbing and grading of RR slope, spreading of gravel.	No findings.
May 21, 2024	MP 428.78-430.95	Grubbing, slope grading, gravel delivery and spreading/ compacting.	No findings.
May 22, 2024	MP 428.78-430.95	Continuation of grubbing, tree stump removal and grading of RR grade and adjacent areas prior to gravel distribution and new RR line base construction.	No findings.
May 23, 2024	MP 428.78-430.95	Continuation of grubbing, grading and tree stump removal along ROW in advance of	No findings.

		gravel base construction.	
May 24, 2024	MP 428.78-430.95	Grading, spreading gravel, gravel delivery.	No findings.
May 25-26, 2024	MP 428.78-430.95	No construction activities. Weekend.	None
May 27, 2024	MP 428.78-430.95	No construction activities. Memorial Day.	None.
May 28, 2024	MP 428.78-430.95	Grading and blading secondary staging area, gravel delivery and spreading, new equipment unloading after holiday weekend.	No findings.
May 29, 2024	MP 428.78-430.95	Grubbing, construction of turnaround / secondary staging area as well as gravel spreading and compacting new RR grade foundation.	No findings.
May 30, 2024	MP 428.78-430.95	Continuation of grubbing, tree stump removal and grading of RR grade and adjacent areas prior to gravel distribution and new RR line base construction.	No findings.
May 31, 2024	MP 428.78-430.95	Grubbing, grading, scraping, gravel distribution, base construction.	No findings.

Table 4. Monitoring Locations and Results – June 2024

Date	Monitoring Location	Construction Activities Monitored	Results
June 1, 2024	MP 428.78-430.95	Grubbing, grading, scraping, gravel distribution, base construction.	No findings
June 2, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
June 3, 2024	MP 428.78-430.95	Continuation of grubbing, tree stump removal and grading existing ROW prior to gravel deposition and distribution as part of new RR line base construction.	No findings.
June 4, 2024	MP 428.78-430.95	Grubbing, grading & leveling ROW soil surface, gravel deposition and spreading, excavating into ROW slope.	No findings.
June 5, 2024	MP 428.78-430.95	Continuation of grubbing, tree stump removal and grading existing ROW prior to gravel deposition and distribution as part of new RR line base construction.	No findings.
June 6, 2024	MP 428.78-430.95	Grubbing, grading and leveling overgrown ROW prior to gravel distribution and compaction.	No findings.
June 7, 2024	MP 428.78-430.95	Blading and leveling, excavating soil on edges of newly built base.	No findings.
June 8, 2024	MP 428.78-430.95	Excavating edges and placing large stabilizer rip rap boulders at edges of RR base.	No findings.

June 9, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
June 10, 2024	MP 428.78-430.95	Grubbing, grading, leveling, scraping, gravel distribution, base construction.	No findings.
June 11, 2024	MP 428.78-430.95	Grubbing, grading, scraping, gravel distribution, new RR siding/ base construction.	No findings.
June 12, 2024	MP 428.78-430.95	Grubbing, grading, scraping, gravel distribution, new RR siding base construction.	No findings.
June 13, 2024	MP 428.78-430.95	Grubbing, grading, scraping, gravel distribution, new RR siding base construction.	No findings.
June 14, 2024	MP 428.78-430.95	Grubbing, grading, leveling soil, spreading gravel.	No findings.
June 15, 2024	MP 428.78-430.95	Excavating around edges of ROW, placing boulders at ROW edge.	No findings.
June 16, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
June 17, 2024	MP 428.78-430.95	Grubbing ROW, excavating obstacles (boulders, tree stumps) spreading gravel.	No findings.
June 18, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
June 19, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
June 20, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, rolling, new RR siding base construction.	No findings.
June 21, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, rolling, new RR siding base construction.	No findings.
June 22, 2024	MP 428.78-430.95	Grading and leveling access roads and staging areas around project ROW for erosional maintenance.	No findings.
June 23, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
June 24, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
June 25, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
June 26, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
June 27, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, rolling, gravel distribution, new RR siding base construction.	No findings.
June 28, 2024	MP 428.78-430.95	Grading and blading secondary staging area, gravel delivery and spreading, new equipment unloading after holiday	No findings.

		weekend.	
June 29, 2024	MP 428.78-430.95	Rip rap boulder placement, edge adjustment excavation/soil disturbance & gravel delivery.	No findings.
June 30, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.

Table 5. Monitoring Locations and Results – July 2024

Date	Monitoring Location	Construction Activities Monitored	Results
July 1, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
July 2, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, rolling, new RR siding base construction.	No findings.
July 3, 2024	MP 428.78-430.95	Gravel distribution, rolling, general site cleanup & containment before holiday weekend.	No findings.
July 4-7, 2024	MP 428.78-430.95	No construction activities. Holiday weekend.	None.
July 8, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction.	No findings.
July 9, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, rolling, gravel distribution, new RR siding base construction.	No findings.
July 10, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction, E80 crew equipment mobilization.	No findings.
July 11, 2024	MP 428.78-430.95	Grubbing, grading, scraping, excavating, gravel distribution, new RR siding base construction, mobilization of bridge replacement equipment.	No findings.
July 12, 2024	MP 428.78-430.95	Spreading gravel, rolling and compacting spread gravel.	No findings.
July 13, 2024	MP 428.78-430.95	Grading, scraping, gravel distribution, new RR siding base construction, preparation for bridge crews to begin working next week.	No findings.
July 14, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
July 15, 2024	MP 428.78-430.95	Delivery of materials to staging area, beginning placement of pile driving templates to begin bridge construction.	No findings.
July 16, 2024	MP 428.78-430.95	Delivery of remaining equipment including pile; Driving pile—template placement and initial test drives/adjustments, continuation of new RR siding construction.	No findings.
July 17, 2024	MP 428.78-430.95	Gravel delivery, spreading, rolling and ROW edge grubbing/ boulder placement; Crane driving pile & associated bridge construction activities.	No findings.
July 18, 2024	MP 428.78-430.95	Laying and spreading gravel, moving & placing rip rap, driving pile, bridge & siding construction related activities.	No findings.
July 19, 2024	MP 428.78-430.95	Laying & spreading gravel, moving rip rap boulders, continuation of siding construction.	No findings.

July 20, 2024	MP 428.78-430.95	Grading roadways in & around project area, rolling and compacting spread gravel.	No findings.
July 21, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
July 22, 2024	MP 428.78-430.95	Driving pile, welding, gravel delivery & spreading, rolling gravel, placing rip rap boulders, grading necessary areas for receiving gravel.	No findings.
July 23, 2024	MP 428.78-430.95	Driving pile, welding, gravel delivery & spreading, rolling gravel, placing rip rap boulders, grading necessary areas for receiving gravel.	None.
July 24, 2024	MP 428.78-430.95	Driving pile, welding, gravel delivery & spreading, rolling gravel, placing rip rap boulders, grading necessary areas for receiving gravel.	No findings.
July 25, 2024	MP 428.78-430.95	Driving pile, welding, gravel delivery & spreading, rolling gravel, placing rip rap boulders, grading necessary areas for receiving gravel.	No findings.
July 26, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck deliver, associated RR siding construction activities.	No findings.
July 27, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck deliver, associated RR siding construction activities.	No findings.
July 28, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
July 29, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, associated RR siding construction activities; Driving pile, welding/cutting, bridge construction activities.	No findings.
July 30, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated bridge and siding construction activities.	No findings.
July 31, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, associated bridge & siding construction activities.	No findings.

Table 6. Monitoring Locations and Results – August 2024

Date	Monitoring Location	Construction Activities Monitored	Results
August 1, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
August 2, 2024	MP 428.78-430.95	No construction activities.	None.
August 3-4, 2024	MP 428.78-430.95	No construction activities. Weekend.	None.
August 5, 2024	MP 428.78-430.95	Culvert installation, excavating soil, associated RR siding & bridge construction activities.	No findings.
August 6, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, driving pile, welding, culvert installation, associated RR siding & bridge construction activities.	No findings.
August 7, 2024	MP 428.78-430.95	Delivery and installation of concrete bridge abutments.	No findings.
August 8, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, placing bridge abutments, installing culverts, associated RR siding & bridge construction activities.	No findings.
August 9, 2024	MP 428.78-430.95	Spreading and grading soil & gravel, placing rip rap at ROW edges, water and gravel truck delivery, associated RR siding construction activities.	No findings.
August 10, 2024	MP 428.78-430.95	Preparing drainage egress into Shoal Creek for erosion control, road access maintenance.	No findings.
August 11, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
August 12, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
August 13, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
August 14, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
August 15, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, loading concrete abutments, welding, associated RR siding & bridge construction activities.	No findings.
August 16-17, 2024	MP 428.78-430.95	No construction activities.	None.

August 18, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
August 19, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
August 20, 2024	MP 428.78-430.95	No construction activities.	None.
August 21, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, placing abutments, welding, associated RR siding & bridge construction activities.	No findings.
August 22, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, welding, placing concrete abutments, installing culverts, associated RR siding & bridge construction activities.	No findings.
August 23, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, culvert installation, associated RR siding & bridge construction activities.	No findings.
August 24, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
August 25, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
August 26, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, concrete abutment installation and welding, associated RR siding & bridge construction activities.	No findings.
August 27, 2024	MP 428.78-430.95	Spreading gravel near newly proposed bridge at MP 429.78, Demobilization of equipment from newly built bridge to next bridge.	No findings.
August 28, 2024	MP 428.78-430.95	Demobilization of equipment from completed bridge & staging area to new proposed bridge at MP 429.78, placing rip rap at ROW edges.	No findings.
August 29, 2024	MP 428.78-430.95	Maintenance of roadways in and around project area, maintenance of bmp's, general cleanup before long holiday weekend.	No findings.
August 30, 2024	MP 428.78-430.95	No construction activities. Labor Day weekend.	None.
August 31, 2024	MP 428.78-430.95	No construction activities. Labor Day weekend.	None.

Table 7. Monitoring Locations and Results – September 2024

Date	Monitoring Location	Construction Activities Monitored	Results
September 1-2, 2024	MP 428.78-430.95	No construction activities. Sunday and Labor Day.	None.
September 3, 2024	MP 428.78-430.95	Placing air mats, excavating around pilings, staging areas, driving sheet piling, cutting geotextile fabric rolls.	No findings.
September 4, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, excavation, welding, associated RR siding & bridge construction activities.	No findings.
September 5, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
September 6, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
September 7, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, grading roadways& access roads, associated RR siding activities.	No findings.
September 8, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
September 9, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating around existing bridge, associated RR siding & bridge construction activities.	No findings.
September 10, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
September 11, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating near existing bridge, associated RR siding & bridge construction activities.	No findings.
September 12, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, associated RR siding & bridge construction activities.	No findings.
September 13, 2024	MP 428.78-430.95	No construction activities.	None.
September 14, 2024	MP 428.78-430.95	No construction activities.	None.
September 15, 2024	MP 428.78-430.95	No construction activities. Sunday	None.
September 16, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating	No findings.

		around pilings, associated RR siding & bridge construction activities.	
September 17, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating around pilings, associated RR siding & bridge construction activities.	No findings.
September 18, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
September 19, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
September 20, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
September 21, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, associated RR siding & bridge construction activities.	No findings.
September 22, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
September 23, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
September 24, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
September 25, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
September 26, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, pouring concrete, installing concrete abutments, associated RR siding & bridge construction activities.	No findings.
September 27, 2024	MP 428.78-430.95	No construction activities.	None.
September 28, 2024	MP 428.78-430.95	No construction activities.	None.
September 29, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
September 30, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating	No findings.

		between pilings, placing concrete abutments, associated RR siding & bridge construction activities.	
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Table 8. Monitoring Locations and Results – October 2024

Date	Monitoring Location	Construction Activities Monitored	Results
October 1, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, placing concrete abutments, associated RR siding & bridge construction activities.	No findings.
October 2, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
October 3, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, trenching & fabric installation, associated RR siding & bridge construction activities.	No findings.
October 4, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, associated RR siding & bridge construction activities.	No findings.
October 5, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, associated RR siding & bridge construction activities.	No findings.
October 6, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
October 7, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
October 8, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, placing concrete abutments, welding, excavating between pilings, associated RR siding & bridge construction activities.	No findings.
October 9, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, driving pile, welding, excavating between pilings, trenching for geofabric installation, associated RR siding & bridge construction activities.	No findings.
October 10, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, installing concrete abutments, trenching for geofabric installation, excavating between pilings, associated RR siding & bridge construction activities.	No findings.

October 11, 2024	MP 428.78-430.95	No construction activities.	None.
October 12, 2024	MP 428.78-430.95	No construction activities.	None.
October 13, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
October 14, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, trenching geofabric, welding, installing handrails on new bridge, associated RR siding & bridge construction activities.	No findings.
October 15, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, trenching for geotextile fabric, installing final assembly of new bridge@ MP 423.78-99 associated RR siding & bridge construction activities.	No findings.
October 16, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating around new bridge, associated RR siding & bridge construction activities.	No findings.
October 17, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating slope bank near new bridge, associated RR siding & bridge construction activities.	No findings.
October 18, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating at ROW edges, associated RR siding & bridge construction activities.	No findings.
October 19, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating at ROW edges associated RR siding & bridge construction activities.	No findings.
October 20, 2024	MP 428.78-430.95	No construction activities. Sunday.	None.
October 21, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating at ROW edges & bridge associated RR siding & bridge construction activities.	No findings.
October 22, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating around new bridge, associated RR siding & bridge construction activities.	No findings.
October 23, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck delivery, excavating at ROW edges, associated RR siding & bridge construction activities.	No findings.
October 24, 2024	MP 428.78-430.95	Spreading and grading gravel, placing rip rap at ROW edges, water and gravel truck	No findings.

		delivery, excavating at ROW edges, associated RR siding construction activities. Final day of monitoring.	
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Photo Date: April 24, 2024

Photo Direction: Southwest

Description of photo: Grading brought-in gravel adjacent to railroad crossing to create staging area.



Photo Date: May 21, 2024

Photo Direction: Southeast

Description of photo: Grubbing in foreground; spreading gravel in background.



Photo Date: June 7, 2024

Photo Direction: Northeast

Description of photo: Excavating on the newly built railroad base edge prior to placing larger rip rap boulders for stabilization.



Photo Date: July 25, 2024

Photo Direction: West-northwest

Description of photo: Hammer driving pile.



Photo Date: August 19, 2024

Photo Direction: Northeast

Description of photo: Overview of progress at bridge construction at MP 423.9, near completion.



Photo Date: September 5, 2024

Photo Direction: Northeast

Description of photo: Spreading gravel near edge of ROW.



Photo Date: October 24, 2024

Photo Direction: Southwest

Description of photo: Grading gravel over geotextile fabric between new and existing siding. Final day of monitoring.



LORING SIDING EXTENSION

CKPC Final Environmental Monitoring Report



LORING SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Loring Siding Expansion project located in Sabine County, Louisiana - Beaumont Subdivision from MP 625.45 to MP 627.35. 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 infrastructure is essential for mitigating the effects of heightened traffic levels, ensuring seamless rail operations post-merger. In accordance with the Final Environmental Impact Statement and Approval Conditions outlined in the Board's Final Decision, this project, along with other approved capital improvements, incorporates comprehensive environmental safeguards. This report documents Loring's successful implementation of these measures, representing the final verification of compliance.

Construction on the Loring project began on June 19th, 2024. The extension was placed in service on June 6th, 2025. The project remained compliant with the Board's requirements throughout all phases of construction.

Compliance with Mitigation Measures

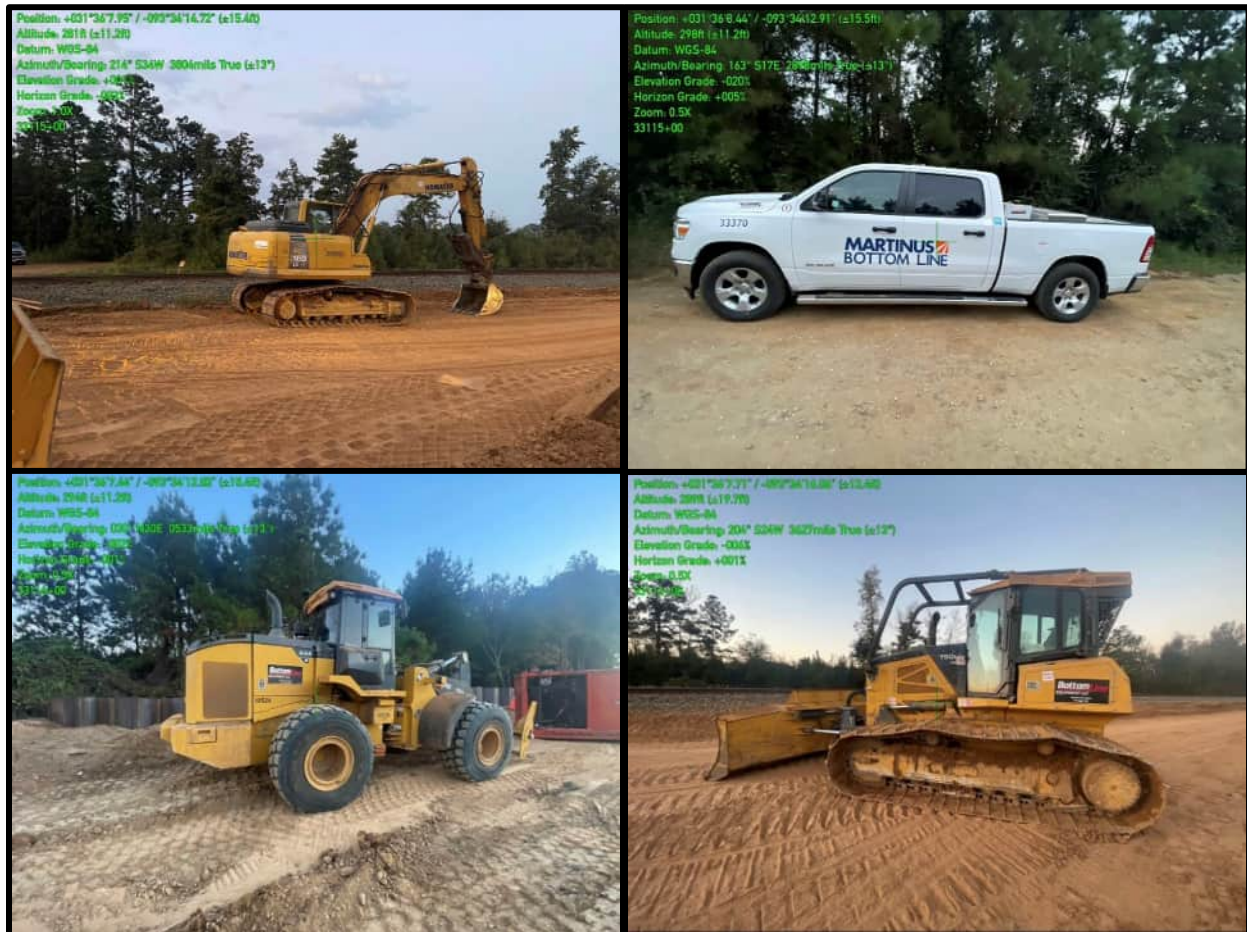
MM-General-03. To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within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

Through diligent efforts, the project work remained within the designated ROW, resulting in minimal disruption to the surrounding resources. The accompanying photographs illustrate the effective use of color-coded ribbon and equipment fitted with GPS technology to define the project boundaries.



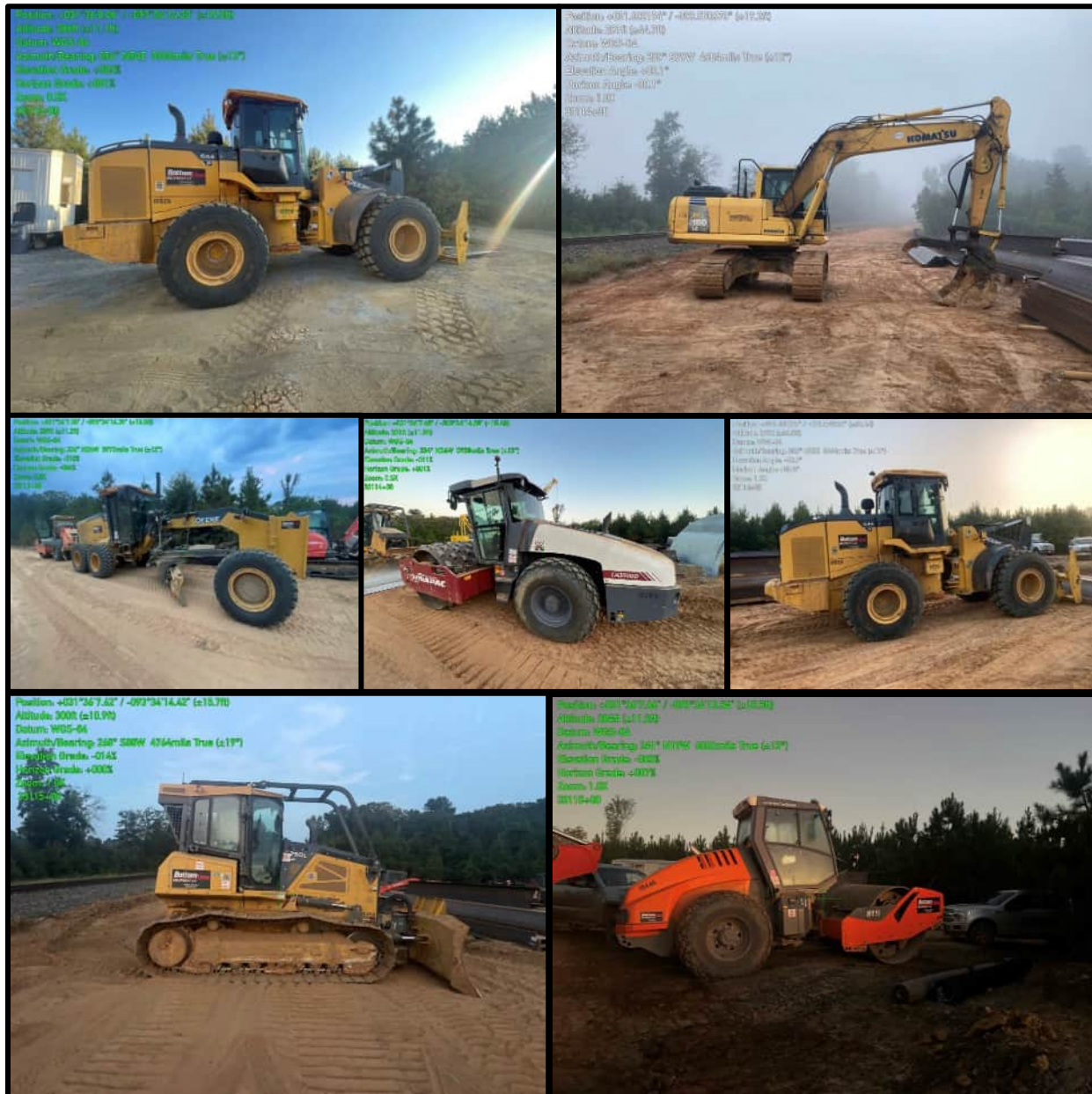
VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.

To ensure environmental compliance, the Environmental Monitor (EM) engaged in weekly briefings with on-site personnel, focusing on noise reduction strategies related to equipment operation during the Loring capital improvement project. No activities were performed between 2100 and 0700 local time.



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.

To ensure environmental compliance, the Environmental Monitor (EM) engaged in weekly briefings with on-site personnel, focusing on anti-idling strategies related to equipment operation during the Loring capital improvement project. All equipment was required to be shut down when not in use.



To mitigate potential dust emissions, comprehensive fugitive dust suppression measures were implemented at strategic locations throughout the project. Dust control water trucks were deployed as needed on haul roads, exposed surfaces, and active work areas throughout the Loring project's duration.



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 maintained continuous activity across all segments throughout the construction period, until the initiation of the final stabilization phase. To mitigate wind erosion and fugitive dust impacts, alternative stabilization measures were employed, including slope tracking and strategic water truck deployment. The EM conducted regular inspections, at a minimum frequency of once every seven days, to verify compliance with all project specifications and environmental regulations.







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.

Throughout the Loring capital improvement project, no hazardous materials were encountered within the project boundaries. Nevertheless, all personnel on site received regular briefings emphasizing the critical importance of rigorous compliance with Health & Safety and Materials Management Plans, prepared for potential hazardous material discoveries.

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.

Throughout the construction period, no incidents of reportable spills occurred. The implementation of robust preventive measures, including secondary containment systems and controlled fueling procedures, effectively eliminated spill risks.

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 state and federal.

Environmental stewardship was prioritized on the Loring project through proper petroleum product handling, utilizing secondary containment and enclosed storage. Equipment spill kits stationed throughout the project further minimized potential ecological impact.



Pursuant to the Materials Management Plan, all disposable waste generated during the Loring capital improvement project was collected in designated dumpsters and transported to a state-permitted landfill facility in Sabine County, Louisiana, specifically licensed for construction waste 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 activities at Loring were completed by March 31, 2024. Comprehensive surveys conducted during tree clearing and construction phases revealed no active eagle nests or other bird habitats, ensuring minimal environmental impact. Additionally, tree removal was strictly limited to areas necessary for project execution.



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).

Consistent with environmental protocols, tree clearing operations at Loring preceded the active bat species season, ensuring minimal disruption to bat habitats. Comprehensive monitoring revealed no active protected bat presence (Indiana and northern long-eared) within project boundaries during tree clearing and construction. Tree removal was precisely limited to areas essential for project execution.



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.

Following tree clearing, designated areas within the ROW were demarcated with flagged survey limits, fencing, and earthen barriers, providing clear visual identification for contractors. Comprehensive environmental assessments conducted throughout the Loring capital improvement project confirmed no presence of protected bat species (Indiana and northern long-eared) habitats or nesting sites.





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.

Throughout the Loring project, no bridge or culvert removal activities occurred during protected bat roosting periods, ensuring compliance with environmental regulations. Additional daily bat inspections were conducted to further demonstrate commitment to responsible environmental practices.



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.

Culvert installation operations were strictly conducted during daylight hours. Temporary lighting used for other purposes fully complied with requirements stipulated by the governing board and pertinent permitting agencies.

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.

Boundary delineation measures, including survey ribbons, silt fencing and earthen berms, clearly defined areas of disturbance and protected sensitive ecological habitats, specifically two jurisdictional waterways, ensuring regulatory compliance on the Loring project.



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

Ground disturbance was strictly limited to areas essential for Loring project construction, as identified through comprehensive surveys, clear delineation, and precision GPS-guided equipment operation, ensuring regulatory compliance.



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 EM verified the seed mixes used on the Loring project to prevent the introduction and spread of noxious weeds. No occurrences of noxious weeds were observed during pre-construction, construction, or post-construction phases. The EM conducted rigorous inspections of equipment and materials upon arrival to prevent importation from other sites.

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.

Pre-construction environmental surveys conducted at the Loring site did not identify any bald or golden eagle nests. Throughout the project, the EM maintained vigilance for eagle presence within the project boundaries and adjacent areas, yielding no sightings. Consequently, no mitigative measures were required. Eagle surveillance was a recurring topic during morning briefings to ensure environmental compliance.

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.

The EM confirmed the seed mixes utilized on the Loring project, through verification of seed tags, to be free from federally and state-listed invasive weed species, ensuring compliant revegetation of disturbed areas.

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.

Throughout the Loring capital improvement project, the contractor adhered to stringent water quality guidelines, meticulously implementing the Water Quality Monitoring Plan (WQMP) to mitigate environmental impact. A tailored Stormwater Pollution Prevention Plan (SWPPP) was also executed, integrating best management practices and site-specific strategies to minimize erosion, sedimentation, and pollutant discharge into surface waters, groundwater, and wetlands.

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 implemented comprehensive pre- and post-construction measures, utilizing a tailored Stormwater Pollution Prevention Plan (SWPPP) for the Loring capital improvement project. Measures included:

1. Erosion Control Devices installation
2. Secondary containment structures deployment
3. Dust suppression techniques
4. In-water controls (silt curtains)
5. Equipment and material inspections (invasive species prevention)
6. Armored waterway crossings
7. Effective waste management practices

Collectively, these measures prevented sediment and pollutant discharges throughout the project.





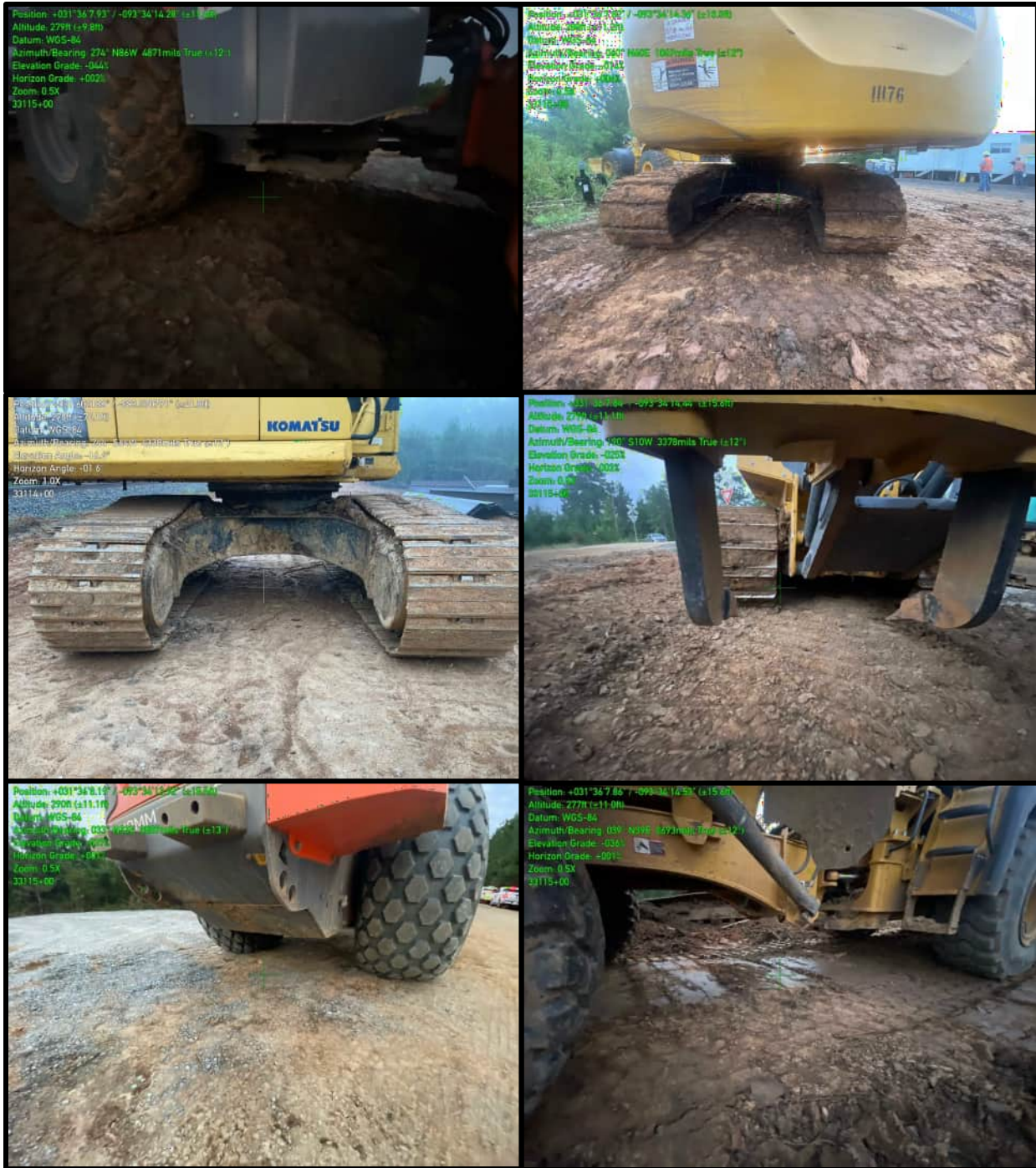
VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.

A site-specific Water Quality Monitoring Plan (WQMP) was developed and implemented prior to the commencement of the Loring capital improvement project. The EM assessed potential surface water and stormwater quality impacts resulting from construction activities throughout the project duration. However, routine sampling and analysis of instream surface water and site stormwater sources were deemed unnecessary, as the WQMP objectives were achieved through alternative monitoring strategies.



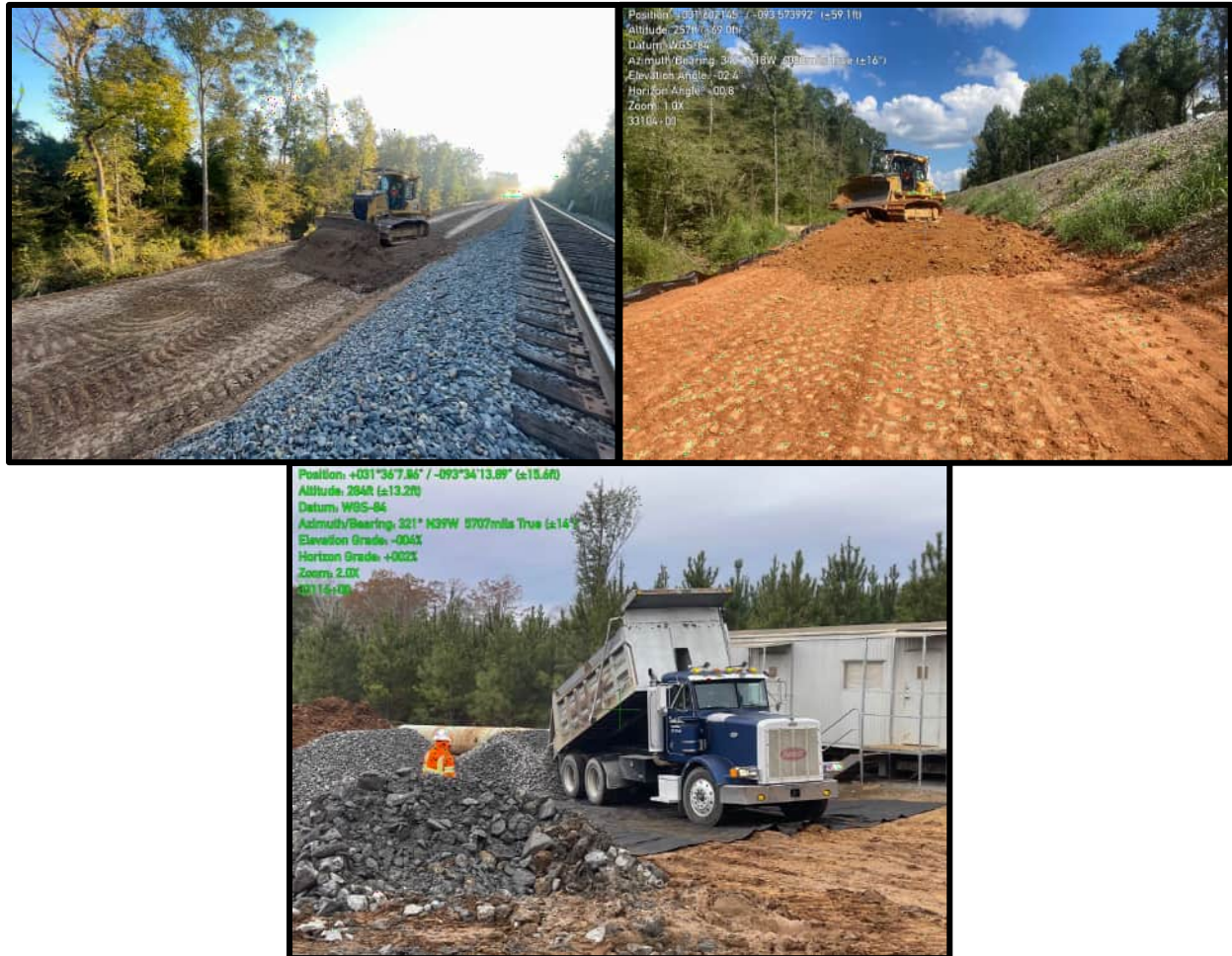
Prior to initiating daily work activities on the Loring capital improvement project, comprehensive equipment inspections were jointly conducted by the EM and contractors. Detailed inspection reports were submitted daily, confirming zero equipment leaks or malfunctions observed by the EM.





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.

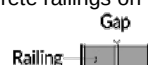
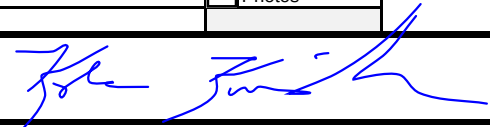
The Loring capital improvement project utilized suitable fill materials, comprising predominantly reused native soils, clean fill and pre-approved ballast materials sourced from state-licensed local suppliers and validated by project engineers and contractors.



LORING SIDING EXTENSION
CPKC Final Environmental Monitoring Report
APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 09-NOV-23 11:30AM		CPKC Project Name Loring Merger Siding		Bridge Milepost 627.2		County Sabine	
Structure Name (if exists) Loring Arched Culvert		Structure Coordinates (latitude and longitude) 31		Structure Height (approximate) 25'		Structure Length 50'	
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: Arched Culvert		☐					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☒ Flowing water ☐ Standing water ☐ Seasonal water				☐ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: ☐ Other:			
☐ Agricultural ☐ Commercial ☐ Residential-urban ☐ Residential-rural ☒ Woodland/forested				☐ Grassland ☐ Ranching ☒ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not Present		☐ Visual - live # dead # ☐ Guano ☐ Staining			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Kyle Kosovich				Signature: 			



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
Monica Zsigmond, Archaeologist, Actalent

June 11, 2025

HDR Rail Cultural Resources Monitoring Final Summary Report, Loring, 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 Loring new siding project area documents the completed cultural resource monitoring activities undertaken by HDR from June 19, 2024, to October 30, 2024.

The Loring new siding project is in Loring, Louisiana on the KCS Shreveport Subdivision between mile posts (MP) 625.35 and 627.45. The project is approximately 2.2 miles long. The existing portion of the siding has a clear length of approximately 5,650 feet with #12 turnouts on either end. The existing siding was extended south approximately 5,300 feet from its original south control point located at approximate MP 626.45. The original siding is on the east side of the main line, as is the new extension.

The original siding started just north of Loring Lake Road at-grade crossing on the north end at MP 625.38 with the turnout within the body of the two-degree curve. The original north control point and the turnout were moved south of the 2-degree curve to approximate MP 625.45. The new south control is north of the start of the existing 4-degree curve. The new siding extension provides a clear length of approximately 10,400 feet from the relocated north control point to the new south control point.

A retaining wall was built along the east right-of-way (ROW) line for the new siding track embankment. Existing smaller culverts were extended in-kind. An 18-foot-wide by 24-foot-high concrete arch is located at MP 626.88. This culvert was extended eastwards with a steel tunnel liner. No bridges exist within the construction limits of the project. Fill for the new track bed varies from three feet to 18 feet in height for the entire extension. The existing topsoil was

removed, and the subgrade was prepared for the new embankment. Clearing of trees within the extension limits was necessary. Access to the construction site was from existing grade crossings.

Archaeologist Erika Neimann was the assigned archaeological monitor for the Project, under the direction of Secretary of the Interior (SOI)-qualified Senior Archaeologist Josh Fletcher (Principal Investigator).

MONITORING METHODS

HDR monitoring methods consisted of visual inspection of all ground-disturbing activities, including but not limited to, vegetation clearing, grubbing, leveling of dirt, rock dumping, stump removal, dozer blading and smoothing, removal of unsuitable dirt, ditch cutting, aerating materials, digging of test pits, pulling back material from the creek bank, digging out embankment fill on the sides of the arched culvert, skid steer smoothing area for crane pad, and dumping of fill dirt for lift construction.

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 Loring new siding project area between the dates of June 19, 2024, to October 30, 2024, are presented in Table 1.

Table 1. Project Area Construction Activities and Results

Summary of Construction Activities	Results
Vegetation clearing, grubbing, leveling of dirt, rock dumping, stump removal, dozer blading and smoothing, removal of unsuitable dirt, ditch cutting, aerating materials, digging of test pits, pulling back material from the creek bank, digging out embankment fill on the sides of the arched culvert, skid steer smoothing area for crane pad, and dumping of fill dirt for lift construction	No intact features or significant cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

RESULTS

No intact features or significant intact cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

CONCLUSIONS

From June 19, 2024, to October 30, 2024, HDR archaeologist Erika Neimann, under direction of SOI-qualified Senior Archaeologist Josh Fletcher, monitored all new ground disturbance in the designated project area between Loring MPs 625.35 and 627.45 (Tables 2-6). During this period, no intact significant archaeological deposits were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

Table 2. Monitoring Locations and Results – June 2024

Date	Monitoring Location	Construction Activities Monitored	Results
June 19, 2024	MP 625.35-627.45	None, no dirt work took place. Mobilized in equipment.	No findings.
June 20, 2024	MP 625.35-627.45	Dozer cleared vegetation and smoothed out an area NW of the Sabine Land Management crossing for equipment and storage. Dirt was leveled out in this area.	No findings.
June 21, 2024	MP 625.35-627.45	No dirt disturbance took place today. Rock was brought in and dumped on the NE side of the Sabine Land Management Road at station 33115+00 for a pad for an office trailer.	No findings.
June 22, 2024	MP 625.35-627.45	Dozer clearing and blading area between station 33114+00 - 33105+00 on the N side of track. Track hoe removing stumps and piling debris between stations 33114+00 - 33099+18.	No findings.
June 23, 2024	MP 625.35-627.45	Dozer continued to clear and blade on N side of the track between station 33114+00 - 33108+00. Track hoe continued to pull stumps and pile debris E of the arched culvert at station 33099+18 on the N side of the track.	No findings.
June 24, 2024	MP 625.35-627.45	No new dirt disturbance took place within the APE.	No findings.
June 25, 2024	MP 625.35-627.45	No new dirt disturbance took place today within the APE.	No findings.
June 26, 2024	MP 625.35-627.45	No new dirt disturbance took place today within the APE.	No findings.
June 27, 2024	MP 625.35-627.45	No dirt disturbance took place within the APE today.	No findings.
June 28, 2024	MP 625.35-627.45	No new dirt disturbance took place today within the APE.	No findings.
June 29, 2024	MP 625.35-627.45	No new dirt disturbance took place within the APE.	No findings.
June 30, 2024	MP 625.35-627.45	Dozer blading and smoothing out ruts between station 33114+00-33112+00 on the N side of track. Dozer grubbing and clearing small vegetation near ballast between stations 33114+00-33112+00 on the N side of track.	No findings.

Table 3. Monitoring Locations and Results – July 2024

Date	Monitoring	Construction Activities Monitored	Results
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	Location		
July 1, 2024	MP 625.35-627.45	Dozer blading between station 33114+00-33107+00. Track hoe removing unsuitable dirt between 33111+00-33110+00; Off-road dump truck dumping fill material between the same stations.	No findings.
July 2, 2024	MP 625.35-627.45	Crew worked at the off-site borrow pit and preparing the on-site office for functional use during construction.	No findings.
July 3-7, 2024	MP 625.35-627.45	No construction. Holiday break.	No findings.
July 8, 2024	MP 625.35-627.45	Assessing conditions after rain from the night before. Crew worked at the off-site borrow pit. They also unloaded equipment at the off-site borrow pit.	No findings.
July 9, 2024	MP 625.35-627.45	No dirt was disturbed within the APE. Rock was dumped by the office and porta potties at station 33115+00.	No findings.
July 10, 2024	MP 625.35-627.45	Grubbing w/ dozer 33116+00-33125+00 and topsoil stripped 33116+00-33121+00. Ditch cut to remove slimy dirt and filled in with dry fill dirt near 33115+00. Dozer turned over dirt to dry in Zone 3. Fill dirt dumped from borrow pit, in Zone 3 for haul road.	No findings.
July 11, 2024	MP 625.35-627.45	Track hoe piling organics within zone 3. Fill dirt being dumped between 33114+00-33111+00 for haul road. Test ditch one at 33114+00. Test ditch two at 33113+00. Track hoe digging up and aerating material between 33114+00 moving W towards 33111+00.	No findings.
July 12, 2024	MP 625.35-627.45	Track hoe aerating dirt from 331112+00, W to 33110+00. Dozer breaking up and mixing material from 33114+00-33112+00. Second pass of track hoe aerating material between 33114+00-33110+00. Track hoe piling organics and tree stumps E of the arched culvert.	No findings.
July 13, 2024	MP 625.35-627.45	Organics (wood chips and tree stumps) stripped in Zone 3. Cutting into material in order to remove all wood chips and organic debris between 33110+00-33099+18.	No findings.
July 14, 2024	MP 625.35-627.45	Organics stripped from zone 3 with dozer and track hoe. Organics/debris loaded with track hoe and hauled to off-site borrow pit. Ripper on dozer aerated area between 33106+00/33107+00 to the arched culvert at 33099+18.	No findings.
July 15, 2024	MP 625.35-627.45	Tests pits dug throughout zone 3 with track hoe, and backfilled. Checked trench cut for silt fence between 33113+00-33106+00.	No findings.
July 16, 2024	MP 625.35-627.45	Checked the ditch cut for the silt fence 33106+00-33099+18. Dozers and track hoes stripping out softer material within zone 3 staring at the culvert 33099+18, moving E toward 33109+00. Aerating clayey sand layer within zone 3.	No findings.
July 17, 2024	MP 625.35-627.45	Track hoe loading remainder of dirt pile from yesterday at 33108+00. Three drains dug and one smoothed out in zone 3 at 33099+50, 33101+00, 33105+50, and 33106+50 to promote drainage of the ROW. Fill dirt dumped and spread at 33108+00.	No findings.
July 18, 2024	MP 625.35-627.45	Rainout.	None
July 19, 2024	MP 625.35-627.45	Rainout.	None.
July 20-23, 2024	MP 625.35-627.45	Crew was off. No work.	None.

July 24, 2024	MP 625.35-627.45	Rainout.	None.
July 25, 2024	MP 625.35-627.45	Rainout. No dirt disturbance took place within the APE today.	None.
July 26, 2024	MP 625.35-627.45	Rainout. No dirt disturbance took place today within the APE.	None.
July 27-31, 2024	MP 625.35-627.45	No construction activities. Crew is letting the site dry out from recent rain.	None.

Table 4. Monitoring Locations and Results – August 2024

Date	Monitoring Location	Construction Activities Monitored	Results
August 1, 2024	MP 625.35-627.45	Track hoe pulling stumps and debris in zone 2. Digging saturated, unsuitable material out of existing ditch line within zone 2 starting just W of the arched culvert near 33098+50 moving W.	A nondiagnostic quartzite flake (possibly the base of a projectile point) was observed on the ground surface on the N edge of the drain/ditch that runs through zone 2, near station 33081+25. The flake has a clear striking platform with bulb of percussion. It measures 3.7 cm wide along the break, 1.5 cm wide at the striking platform, 2 cm long from the break to the striking platform, and 1-7 mm thick. Between the erosional flooding and prior clearing in the area, the artifact is likely in a secondary context. Because it is a nondiagnostic isolate find, it will not be recorded as a site with the state of LA., as 5+ nondiagnostic artifacts are needed to meet site requirements. No further management necessary.
August 2, 2024	MP 625.35-627.45	Track hoe continued to pull stumps and debris in zone 2 starting near 33097+00 moving W towards the temp crossing. Dozer pushed organics, wood chips, and unsuitable material into piles throughout zone 2. Dozer plowed to aerate zone 3.	No findings.
August 3, 2024	MP 625.35-627.45	Area along tree line in zone 2 monitored after being cleared of wood chips. Stump removal in vicinity of artifact from 8/1, 33080+00-33082+00. Pulling stumps throughout zone 2. Dozer blading off organics and mud throughout zone 2. Plowed/aerated zone 3.	No findings.
August 4, 2024	MP 625.35-627.45	Track hoes grubbing and pulling stumps in zone 2. Dozer pushing wood chips and mud, zone 2. Area along tree line plowed with the dozer to aerate material in zone 2. Work in zone 2 was between 33080+00-33099-00. Dozer plowing to aerate material in zone 3.	No findings.
August 5, 2024	MP 625.35-627.45	Surveyed area that was plowed yesterday along tree line between 33080+00-33096+00. Stump removal between 33097+00-33099+00. Old ditch line in zone 2 filled with material. Mud and organic debris removed and hauled off from 33080+75-33081+50.	No findings.
August 6, 2024	MP 625.35-627.45	Removal of mud, organic debris, and unsuitable material between 33081+00-33082+00 with the track hoe. Track hoe removing stumps between 33099+00-33097+00.	No findings.

August 7, 2024	MP 625.35-627.45	Track hoes excavating out mud and organic debris from 33080+75, E to 33091+00 and piling material N along the tree line within zone 2. Dozer bladed and maintained area 33080+75-33092+00 both along the tree line and along the old toe of slope.	No findings.
August 8, 2024	MP 625.35-627.45	Track hoe removing mud & organic debris from old ditch line 33099+00-33096+00. Topsoil/sandy layer along tree line peeled off 33099+00-33097+00. Dozer blading and maintaining area between 33081+00-33099+00 and plowing to aerate 33081+00-33091+00.	No findings.
August 9, 2024	MP 625.35-627.45	Track hoe removing organic debris and unsuitable material out of the old ditch line 33097+00-33093+50 and peeled back some of the topsoil/sandy upper layer along the tree line. Dozer aerated area between 33081+00-33091+00. Fill dirt dumped in zone 3.	No findings.
August 10, 2024	MP 625.35-627.45	Dozer, tracking berms 33081+00-33099+00 and bladed edge of old ditch line leading to the high run along the tree line 33084+00-33091+00. Track hoe combed through material to remove organic debris from plowed area 33081+00-33092+00.	No findings.
August 11, 2024	MP 625.35-627.45	Track hoe: stripping organics & unsuitable material 33092+00-33094+00; shaping berm 33094+00-33098+00. Dozer: plowed to aerate 33081+00-33092+00; blading along tree line 33081+00-33092+00; stripping unsuitable material along tree line 33085+00-33081+00.	No findings.
August 12, 2024	MP 625.35-627.45	Dozer: plowed material to aerate 33081+00-33092+00; cleared organic debris 33079+00-33080+75 and 33092+00-33093+50; plowed some of the area 33092+00-33098+00. Track hoe: removing organic debris 33081+00-33092+00.	No findings.
August 13, 2024	MP 625.35-627.45	Track hoe pulled stumps near 33106+50 and removed organic debris 33081+00-33092+00. Dozer grubbed and removed unsuitable material 33091+00-33093+50. Dozer plowed old ditch line area and near toe of the existing slope 33081+00-33093+00.	No findings.
August 14, 2024	MP 625.35-627.45	Ditch cut along toe for new embankment 33110+00-33105+00. Fill dirt from off-site borrow pit dumped for lift construction 33100+00-33105+00. Dozer bladed out the plowed area 33081+00-33092+00.	No findings.
August 15, 2024	MP 625.35-627.45	No construction activities.	None.
August 16, 2024	MP 625.35-627.45	Track hoe pulling back material from the E bank of Hurricane Creek at the arched culvert 33099+18. Dozer back blading W bank of Hurricane Creek at arched culvert 33099+18. Dozer bladed/leveled 33081+00-33099+00. Dozer plowed to aerate 33099+50-33104+00.	No findings.
August 17, 2024	MP 625.35-627.45	E bank dirt of Hurricane Creek removed and grubbed around arched culvert with track hoe at 33099+18. Dozer plowed to aerate 33081+00-33093+00. Track hoe pulled back the W bank of Hurricane Creek at the arched culvert at 33099+18.	No findings.
August 18, 2024	MP 625.35-627.45	Dozer plowed to aerate 33099+50-33103+50 and 33081+00-33093+00. Track hoe light grubbing and pulled back W bank of Hurricane Creek by arched culvert 33099+18. Track hoe smoothing out area along toe of embankment 33093+00-33099+00.	No findings.
August 19, 2024	MP 625.35-627.45	Track hoe pulling organic out of zone 2, 33093+00-33099+00. Blade and dozer smoothing out 33081+00-33093+00.	No findings.

August 20, 2024	MP 625.35-627.45	Crew was off. No work.	None.
August 19, 2024	MP 625.35-627.45	Track hoe pulling organic out of zone 2, 33093+00-33099+00. Blade and dozer smoothing out 33081+00-33093+00.	No findings.
August 20, 2024	MP 625.35-627.45	Track hoe removed previously stripped material at 33115+75, 33119+00, 33121+25. Dozer stripping top layers 33115+50-33125+00; grubbed and stripped 33125+00-33130+00. Dozer and blade leveling out zone 2 33081+00-33092+50.	No findings.
August 21, 2024	MP 625.35-627.45	Dozer plowed zone 2, 33081+00-33092+00. Track hoe removing push piles and organic debris zone 4, 33119+00-33129+00. Dozer blading flat part of the slope in zone 4, 33115+50-33121+00. Blade further smoothing out material through zone 4, 33115+50-33121+00.	No findings.
August 22, 2024	MP 625.35-627.45	Track hoe removing stumps and organic 33077+00-33080+50. Dozer exploring extent of organic debris in zone 4, 33123+50-33127+50.	No findings.
August 23, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt from the off-site borrow pit in zone 2 between 33082+00-33092+00 to construct bridge lift. No new dirt was disturbed within the APE.	No findings.
August 24, 2024	MP 625.35-627.45	Concrete crew using mini excavator to dig out embankment fill on the sides of the arched culvert at 33099+18. Dozer plowed bridge fill 33081+00-33092+00. Haul trucks dumping fill from off-site borrow pit in zone 3 for lift construction.	No findings.
August 25, 2024	MP 625.35-627.45	Dozer pushing previously plowed material for use in lift 33081+00-33092+00. Dozer cutting into landform along tree line 33081+00-33092+00. Leveling for new ditch line 33081+50-33083+00. Dozer stripped organic debris/topsoil/unsuitable 33076+00-33080+00.	No findings.
August 26, 2024	MP 625.35-627.45	Dozer and track hoe grubbing in zone 4, 33115+50-33127+00. Dozer flattening out and cutting the landform back 33115+50-33121+00. Dozer cutting back topsoil/organic berm 33121+00-33127+00.	No findings.
August 27, 2024	MP 625.35-627.45	Track hoe excavating out material out of the landform along the tree line in zone 2, 33081+50-33092+00. Dozer blading out the new ditch line in zone 2, 33081+50-33092+00. Track hoe shaping berm 33081+50-33087+00.	No findings.
August 28, 2024	MP 625.35-627.45	Track hoe shaping berm 33081+50-33092+00; dozer tracking berm. Ditch line maintained with dozer 33081+50-33090+00.	No findings.
August 29, 2024	MP 625.35-627.45	No construction activities, only the unloading of trucks.	None.
August 30, 2024	MP 625.35-627.45	No construction activities. Crew is off for Labor Day weekend.	None.
August 31, 2024	MP 625.35-627.45	No construction activities. Crew is off for Labor Day weekend.	None.

Table 5. Monitoring Locations and Results –September 2024

Date	Monitoring Location	Construction Activities Monitored	Results
September 1-3, 2024	MP 625.35-627.45	No construction activities. Sunday and Labor Day.	None.

September 4, 2024	MP 625.35-627.45	Skid steer smoothing out zone 4 for crane pad 33115+00-33121+00. Trackhoe and dozer pushing organic debris pile further N in zone 4 33123+00-33127+50.	No findings.
September 5, 2024	MP 625.35-627.45	No dirt disturbance took place today within the APE. Rain day.	None.
September 6, 2024	MP 625.35-627.45	Rain day.	None.
September 7, 2024	MP 625.35-627.45	Aerated fill material in zone 2 33081+00-33092+00. Smoothed out organic debris area in zone 4 33123+00-33127+50. No new dirt was disturbed today within the APE.	No findings.
September 8, 2024	MP 625.35-627.45	Fill dirt dumped in zone 2 for lift construction between 33081+50-33092+00. No new dirt was disturbed today within the APE.	No findings.
September 9, 2024	MP 625.35-627.45	Fill dirt dumped in zone 2 to continue building lifts 33081+50-33092+00. No new dirt was disturbed today within the APE.	No findings.
September 10, 2024	MP 625.35-627.45	Crew dumped fill dirt in zone 2 and spread it out for lift construction 33081+50-33092+00. No new dirt was disturbed today within the APE.	No findings.
September 11, 2024	MP 625.35-627.45	No new dirt was disturbed today within the APE. Rain day.	None.
September 12-15, 2024	MP 625.35-627.45	The crew took their weekend days off during this time. No construction.	None.
September 16, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt in zone 2 from the off-site borrow pit for lift construction between 33081+50-33092+00. No new dirt was disturbed today within the APE.	No findings.
September 17, 2024	MP 625.35-627.45	Dirt works crew hauled fill dirt from the off-site borrow pit into zone 2 for lift construction between 33081+50 - 33092+00. No new dirt was disturbed today within the APE.	No findings.
September 18, 2024	MP 625.35-627.45	Ripper attachment on dozer plowed lift 33081+50-33090+00. Fill dirt from off-site borrow pit dumped in zone 3 for lift construction 33111+00-33103+00. Fill dirt from off-site borrow pit dumped in zone 2 for lift construction 33081+50-33084+00.	No findings.
September 19, 2024	MP 625.35-627.45	Fill dirt dumped in zone 2 for lift construction 33084+00-33091+00. Dozer pushed organic debris and topsoil up and over embankment in zone 4, smoothed and shaped embankment, and bladed, widened, and flattened siding area 33122+00-33128+00.	No findings.
September 20, 2024	MP 625.35-627.45	Track hoe pulling stumps out of embankment at 33103+00. Track hoe grubbing embankment 33103+00-33108+00 and 33087+00-33093+50. Track hoe excavated out dirt from new ditch line 33093+00-33098+00, and starting shaping the back slope 33093+00-33094+00.	No findings.
September 21, 2024	MP 625.35-627.45	Track hoe cutting back slope to ditch line 33094+00-33098+00. Fill dirt dumped and spread for lift construction 33086+00-33091+00, 33111+00-33106+00. Dozer shaping/smoothing back slope 33093+50-33098+00. Track hoe grubbed embankment 33099+00-33093+50.	No findings.
September 22, 2024	MP 625.35-627.45	Fill dirt dumped in zone 3 for lift construction 33110+00-33103+00. Track hoe removed stumps from embankment 33103+00-33101+00. Track hoe dug ditch along toe of embankment 33101+15-33102+25.	No findings.

September 23, 2024	MP 625.35-627.45	Fill dirt dumped in zone 3 for lift construction 33111+00-33101+00.	No findings.
September 24, 2024	MP 625.35-627.45	Fill dirt dumped in zone 3 for lift construction 33110+50-33101+25.	No findings.
September 25, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt for lift construction 33110+50-33101+00.	No findings.
September 26, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt in zone 3 between 33110+50-33101+50.	A few historic aged artifacts were found today in the fill dirt that is coming over from the off-site borrow pit for lift construction. Early in the day, a piece of milk glass was found near station 33108+00. At station 33102+00 a few brick fragments, melted glass, metal (possibly a fragment of something cast iron), and two fragments of stoneware ceramics with a brown salt blaze (one rim sherd and one body sherd - no refit) were all found. The artifacts did not originate on-site; they have been redeposited. Artifacts are not in context and are not significant for the project.
September 27, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt in zone 3 between 33103+00-33102+00 for lift construction.	A few brick fragments were found again today during lift construction in the fill material brought into zone 3 near station 33103+25 from the off-site borrow pit. Historic artifacts have been redeposited on-site from the off-site borrow pit and did not originate from the project area. Because the historic aged artifacts have been redeposited, they are not significant, and no further action is needed.
September 28-30, 2024	MP 625.35-627.45	The crew took their weekend days off during this time. No construction.	None.

Table 6. Monitoring Locations and Results – October 2024

Date	Monitoring Location	Construction Activities Monitored	Results
October 1, 2024	MP 625.35-627.45	No construction activities.	None.
October 2, 2024	MP 625.35-627.45	Dozer cutting ditch, shaping back slope to ditch, and cut area to grade W of the temporary crossing, between 33077+50-33080+50.	No findings.
October 3, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt from off-site borrow pit in zone 3 between 33111+00-33102+00 for lift construction.	No findings.
October 4, 2024	MP 625.35-627.45	Dozer pushing organic debris and unsuitable material to the embankment and cut area closer to grade between 33126+00-33128+00. Haul trucks dumping fill dirt from off-site borrow pit between 33111+00-33102+00.	No findings.
October 5, 2024	MP 625.35-627.45	Drain/ditch excavated out with the track hoe between 33092+00-33099+00. Haul trucks dumping fill material for lift construction 33110+00-33102+00.	No findings.
October 6, 2024	MP 625.35-627.45	Haul trucks dumping fill material from the off-site borrow pit in zone 3 for lift construction between 33107+50-	No findings.

		33101+00.	
October 7, 2024	MP 625.35-627.45	Haul trucks dumping fill material from the off-site borrow pit for lift construction between 33107+00-33101+00 and 33081+00-33079+00.	No findings.
October 8, 2024	MP 625.35-627.45	Haul truck dumped fill dirt for lift construction between 33082+00-33079+00 and for bridge lift construction 33091+00 moving E in zone 2. Dozer grubbed and lightly bladed zone 1 between 33024+00-33033+00.	No findings.
October 9, 2024	MP 625.35-627.45	Haul truck dumped fill dirt from the off-site borrow pit into zone 2 to place a bridge lift between 33091+00-33099+00. Dozer shaped ditch line and back slope to ditch between 33093+00-33099+00.	No findings.
October 10, 2024	MP 625.35-627.45	Haul truck dumped fill dirt from the off-site borrow pit into zone 2 for lift construction between 33091+00-33099+00. Dozer bladed and worked on the ditch line between 33093+00-33099+00.	No findings.
October 11, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt between 33091+00-33098+50. Dozer cut and shaped the ditch between 33093+00-33098+00. Dozer cut and graded ditch and area between 33077+00-33080+50.	No findings.
October 12, 2024	MP 625.35-627.45	Stump removal out of the embankment with the track hoe in zone 2 near station 33095+00. Haul trucks dumping fill material from the off-site borrow pit into zone 2 for lift construction between 33092+00 - 33098+00.	No findings.
October 13, 2024	MP 625.35-627.45	Fill dirt dumped in zone 2 for lift construction between 33091+00-33099+00. Track hoe moving previously pulled stumps out of ditch back slope to be hauled off between 33093+00-33098+00. Dozer worked on the back slope of the ditch 33093+00-33098+00.	No findings.
October 14, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt in zone 2 between 33091+00-33098+50 for lift construction. Track hoe removing extra dirt from wind row in zone 4 between 33115+50-33118+00.	No findings.
October 15, 2024	MP 625.35-627.45	No construction activities.	None.
October 16, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt in zone 2 for lift construction between 33092+00-33099+00. Dozer smoothed and shaped the back slope to the ditch line in zone 2 between 33093+00-33098+00.	No findings.
October 17, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt from off-site borrow pit into zone 2 for lift construction 33090+00-33098+50. Dozer did some work on the ditch between 33097+00-33099+00.	No findings.
October 18, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt from the off-site borrow pit into zone 2 for lift construction 33088+50-33098+50.	No findings.
October 19, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt from the off-site borrow pit into zone 2 for lift construction 33086+00-33098+50.	Very light historic artifact density scatter was found throughout the fill material brought from the off-site borrow pit into zone 2 for lift construction between stations 33086+00 - 33098+50. Artifacts include small pieces of glass and small fragments of whiteware ceramics. Because artifacts were redeposited on-site from the off-site borrow pit, the artifacts are not significant, and no further action is needed. No work was halted nor impeded due to the finds.

October 20, 2024	MP 625.35-627.45	Haul trucks dumping fill dirt from the off-site borrow pit into zone 2 for lift construction 33094+00-33098+50. Dozer cut out old material closer to the tracks between 33080+00-33079+00; haul trucks then dumped fill dirt in the area for lift construction.	No findings.
October 21, 2024	MP 625.35-627.45	Track hoe excavating out excess material in zone 4 between 33121+25-33126+00; dozer pushed excess material up the back slope and shaped the back slope; second dozer cut area to grade. Dozer started grading area between 33128+00-33130+50.	No findings.
October 22, 2024	MP 625.35-627.45	Work in zone 4: excess material removed with track hoe 33126+00-33128+00, area graded with dozer 33128+00-33130+50, back slope shaped with dozer between stations 33126+00-33128+00.	No findings.
October 23, 2024	MP 625.35-627.45	Track hoe removed excess material in zone 4 at 33128+00. Dozer graded between 33128+00-33130+50. Fill dirt dumped to be stockpiled between 33098+00-33098+50. Fill dirt dumped for lift construction between 33079+00-33082+00.	No findings.
October 24, 2024	MP 625.35-627.45	Dozer and track hoe excavated and cut ditch between 33077+00-33078+00. Excess material pushed by dozer in zone 2 to prep to cut grade between 33081+00-33097+00. Dozer plowed to aerate material in zone 4 between 33121+25-33127+50.	No findings.
October 25, 2024	MP 625.35-627.45	Haul trucks dumped fill dirt for lift construction 33110+50-33101+00.	No findings.
October 26, 2024	MP 625.35-627.45	Blade graded 33081+00-33097+00. Ditch shaped and cut with dozer between 33079+00-33081+00; material removed with a track hoe. Track hoe removed topsoil-like material 33121+00-33121+25; over excavated unsuitable material 33121+25-33123+00.	No findings.
October 27, 2024	MP 625.35-627.45	Track hoe over excavated sandy material down 18" between 33123+00-33125+50. Track hoe removed original topsoil-like material between 33120+75-33121+00.	No findings.
October 28, 2024	MP 625.35-627.45	Track hoe over excavating in zone 4 between 33125+50-33128+00; Dozer grading the over excavated area and cutting the back slope. Stockpile of fill material next to zone 4 also monitored.	No findings.
October 29, 2024	MP 625.35-627.45	Topsoil was excavated out with the track hoe between 33120+75-33115+50.	The construction monitor found artifacts in two areas while excavating out the topsoil in zone 4. Three Pre-Contact (Native American) lithic flakes were found around stations 33120+75 - 33121+00. Because there were only three flakes, it is not enough for a site designation. The find is not significant, and no further action needs to be taken regarding this find. A small scatter of historic artifacts was noted between stations 33118+00 - 33119+00. The main site is most likely located to the north of the sheet pile wall and what was found is only a small scatter on the edge of a larger site. The area has also been previously disturbed by logging activities and power lines.
October 30, 2024	MP 625.35-627.45	Topsoil removed between 33115+50-33115+00. Sub material excavated out with track hoe from 33121+25-33117+50.	No findings.



Photo Date: June 23, 2024

Photo Direction: West

Description of photo: Dozer continuing to clear and blade between station 33114+00 - 33108+00 on the north side of the track for road access, staging equipment, and supplies. In far background the track hoe is continuing to pull stumps and pile debris just east of the arched culvert at station 33099+18. Photo taken from north side of track, near station 33110+00.



Photo Date: July 16, 2024

Photo Direction: Southwest

Description of photo: Track hoe loading the haul truck with organics and softer material.
Photo taken at station 33108+75.



Photo Date: August 18, 2024

Photo Direction: West

Description of photo: West bank of Hurricane Creek being pulled back by the track hoe. Photo taken at station 33099+18.



Photo Date: September 21, 2024

Photo Direction: East

Description of photo: End of day record shot, overview of zone 3 and lift construction. Photo taken at station 33106+00.



Photo Date: October 24, 2024

Photo Direction: West

Description of photo: Dozer pushing excess material and old ballast in zone 2. Prepping area to cut to grade. Photo taken at station 33084+00.