

October 16, 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 June 15 to September 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 tenth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting June 15 and ending September 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 10

This report includes compliance activities completed between June 15, 2025 and September 14, 2025 (Quarter 2, 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	<i>VM-General-01. The Applicants will continue to engage in good faith with potentially affected communities along the combined network, listen to their input related to the proposed merger and strive to reach negotiated agreements to address merger-related impacts.</i>	CPKC representatives continue to regularly meet with communities along the combined network to listen to their input and address their concerns. In addition to this regular cadence of meetings, including those centered around the implementation of mitigation (which are discussed further below), CPKC representatives continue to engage with communities in meetings and events to ensure open lines of communication and an ongoing dialogue. CPKC’s engagement is not limited to communities; during the quarter CPKC representatives also met with federal and state legislators in states across the combined network.
2	General Mitigation Measures	<i>VM-General-02. The Applicants will follow all applicable Federal Railroad Administration (FRA) and Occupational Safety and Health Administration construction and operational safety regulations to minimize the potential for incidents during construction of the Capital Improvement Projects and operation of the combined network.</i>	During the reporting period, CPKC complied with all applicable FRA and OSHA regulations, except that CPKC received two Notice of Violations from the FRA related to operational safety of employees: I. Notice of Violation – July 22, 2025 – Laredo Yard (Texas). Failure to apply sufficient number of hand brakes to hold equipment. II. Notice of Violation – June 26, 2025 – Knoche Yard (Missouri). Failure to apply sufficient number of hand brakes to hold equipment.
3	General Mitigation Measures	<i>MM-General-01. 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	<i>MM-General-02. The Applicants shall submit quarterly reports to OEA on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures. The reporting period for these quarterly reports shall begin on the date of the Board’s final decision authorizing the acquisition and continue for seven years, or one year after the Applicants have completed capital improvements related to the acquisition, whichever is longer. The Applicants shall submit copies of the quarterly reports within 30 days following the end of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	This is CPKC’s tenth quarterly compliance report, covering the period of June 15, 2025 to September 14, 2025.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
5	General Mitigation Measures	<i>MM-General-03. 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	<i>VM-Rail-01. 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, except that CPKC received four Notice of Violations from the FRA related to the transportation of hazardous materials: I. Violation – July 28, 2025 – Drake (North Dakota). 30 loaded tank cars class 2.1, 2.3 or 3 exceeded 48-hour regulation. II. Violation – July 23, 2025 – Harvey (North Dakota). 71 loaded tank cars class 2.1, 2.3 or 3 exceeded 48-hour regulation. III. Violation – July 14, 2025 – Harvey (North Dakota). 24 loaded tank cars class 2.1, 2.3 or 3 exceeded 48-hour regulation. IV. Violation – July 14, 2025 – Harvey (North Dakota). 15 loaded tank cars class 2.1, 2.3 or 3 exceeded 48-hour regulation.
7	Freight and Passenger Rail Safety	<i>VM-Rail-02. 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	<i>VM-Rail-03. 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 8 TRANSCAER and other training events during the reporting period, engaging with over 268 first responders and other participants.
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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 set a date for a preparatory call on September 16 with MDOT and consultant to plan for service. • Twin Cities-Milwaukee-Chicago corridor –Amtrak started the new Borealis service on May 22, 2024 to great success. CPKC has been engaged with stakeholders on the new infrastructure projects required for the added service. The new infrastructure projects are still in the design phase. • Hiawatha service – CPKC has been working with stakeholders from Amtrak and 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.
12	Freight and Passenger Rail Safety	<i>MM-Rail-01. 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.

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13	Grade Crossing Safety and Delay	<i>VM-Grade Crossing-01. Although the Applicants have not identified any grade crossings that would require mitigation based on precedent established in other approved mergers, the Applicants will, upon request, work with potentially affected communities in support of securing funding, in conjunction with appropriate state agencies, for crossing mitigation projects where they may be appropriate under criteria established by relevant state transportation departments to increase the safety of existing at-grade crossings.</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. During the quarter CPKC worked with MoDOT to secure an additional \$500,000 in state funding to support a grade separation in Liberty, MO; we continue to work with Liberty and MoDOT to ultimately get the grade separation to become a funded project. CPKC is working with Houston & Laredo, TX to secure funding from the newly created TxDOT Railroad Grade Separation (RGS) Program.
14	Grade Crossing Safety and Delay	<i>VM-Grade Crossing-02. The Applicants will operate under the General Code of Operating Rules rule numbers 6.32.6 (Blocked Public Crossings) and 6.32.4 (Clear of Crossings and Signal Circuits), which provide that, when practical, a standing train or switching movement must avoid blocking a public crossing longer than 10 minutes and, when practical, cars, engines and other equipment should not be left standing closer than 250 feet from a road crossing when there is an adjacent track.</i>	During the reporting period, CPKC received 774 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 168 reports of blocked crossings. Because the FRA database is independent of reports to CPKC's PSCC, these 168 blocked crossings may involve some of the same incidents reported to the PSCC.
15	Grade Crossing Safety and Delay	<i>VM-Grade Crossing-03. The Applicants will consult with potentially affected communities to improve visibility at roadway/rail at-grade crossing by clearing vegetation where practicable.</i>	CPKC undertook mechanical vegetation management at 80 crossings during the reporting period.
16	Grade Crossing Safety and Delay	<i>VM-Grade Crossing-04. Where practicable, the Applicants will investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary longer than 10 minutes at a single location.</i>	No new alternate access roads were proposed during the reporting period.

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17	Grade Crossing Safety and Delay	<i>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.</i>	During the reporting period, CPKC did not need to close any road crossings to facilitate the construction of the Capital Improvement Projects.
18	Grade Crossing Safety and Delay	<i>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.</i>	During the reporting period, the CPKC Public Safety Communications Center provided notice on 492 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	<i>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.</i>	CPKC remains engaged with appropriate state Departments of Transportation and the Illinois Commerce Commission and regularly meets with the ICC, Illinois DOT, Iowa DOT, and Missouri DOT.
20	Noise and Vibration	<i>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.</i>	CPKC is not aware of any Quiet Zones which have fallen out of compliance with FRA regulations as a result of merger related train traffic increases.
21	Noise and Vibration	<i>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.</i>	During the reporting period, work at Blue Valley Siding started at 0600, from July 22 nd to September 10 th , to increase worker safety, due to excessive heat.
22	Noise and Vibration	<i>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.</i>	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 and did not receive any fines or notices of a recommended violation from the FRA related to the maintenance of rail and rail beds.
24	Noise and Vibration	MM-Noise-02. <i>The Applicants shall comply with FRA regulations establishing decibel limits for train operations.</i>	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.
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>Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;</i> <i>Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations;</i> <i>Regularly maintaining locomotives and keeping mufflers in good working order; and</i> <i>Removing or consolidating switches that the Applicants determine are no longer needed.</i>	- 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: - Notice of Violation – September 12, 2025 – East St. Louis Yard (Missouri). Wheel Flange is 1 ½" or more from the tread to top of flange. - Notice of Violation – September 11, 2025 – Laredo Yard (Texas). Wheel Flange thickness 7/8" or less at 3/8" above the tread is 1 ½" or more from the tread to top of flange. - Notice of Violation – August 20, 2025 – Artesia Yard (Mississippi). Wheel has flat spot more than 2 ½" in length. - Notice of Violation – June 17, 2025 – Beasley, Texas. Wheel has shelled-out spot 2 ½" or more in length. - CPKC completed 1,042 pass-miles of rail grinding across the US portion of the network during the reporting period. - 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. - CPKC removed 2 switches during the reporting period.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
27	Noise and Vibration	<i>MM-Noise-05. The Applicants shall promptly respond to community inquiries concerning the establishment of Quiet Zones and assist communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	<i>VM-Air-01. The Applicants commit to developing Green House Gas (GHG) reduction targets for the combined network and request verification as appropriate from the Science Based Targets initiative (SBTi). As reference, CP’s current SBTi approved target is a 38.3% reduction in well-to-wheels GHG emissions (on an intensity basis) from locomotive operations by 2030 compared to a 2019 base year. CP has also committed to committed to 27.5% GHG reduction (on an absolute basis) by 2030 compared to a 2019 base year for non-locomotive Scope 1 and Scope 2 emissions. KCS has a SBTi target to reduce Scope 1 and 2 GHG emissions by 42% by 2034.</i>	Complete.
29	Air Quality and Climate Change	<i>VM-Air-02. The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.</i>	Complete.
30	Air Quality and Climate Change	<i>VM-Air-03. As part of the ongoing reconfiguration of Bensenville Yard (a non-merger related project being undertaken as part of the development of the Illinois Tollway’s Elgin O’Hare Western Access Project), the Applicants commit to undertake studies to identify ways to reduce the GHG emissions (and by extension, also reduce other air emissions) at Bensenville Yard.</i>	Complete.
31	Air Quality and Climate Change	<i>VM-Air-04. 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 61 new Tier 4 locomotives during the reporting period.
32	Air Quality and Climate Change	<i>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.</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
33	Air Quality and Climate Change	<i>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.</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	<i>VM-Air-07. 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	<i>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.</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	<i>MM-Cultural-01. Prior to beginning any construction activities related to the 25 planned capital improvements, the Applicants shall prepare a construction monitoring plan that addresses the following:</i> <i>• Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties;</i> <i>• Monitoring of construction activities by a qualified professional archaeologist;</i> <i>• Provisions for monitoring and coordination for work within tribal reservation boundaries;</i> <i>• Provisions for the unanticipated discovery of archaeological sites or associated artifacts during construction activities, including procedures for notifying OEA and the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), pursuant to 36 C.F.R. § 800.13(b) in the event of an unanticipated discovery; and</i> <i>• Provisions for complying with the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001-3013) and other applicable federal, state, and local laws and regulations in the event of inadvertent discoveries of an unanticipated discovery of unmarked human remains during construction activities.</i> <i>The Applicants shall provide the construction monitoring plan to OEA and appropriate THPOs for review no later than 30 days prior to the</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>start of any construction activities related to the 25 planned capital improvements and shall abide by the provisions of the plan, including any revisions by OEA and appropriate THPOs, during construction activities.</i>	
37	Cultural Resources	MM-Cultural-02. <i>The Applicants shall abide by their commitments to design and engineer the 25 planned capital improvements to remain within existing rail ROW, to maintain the existing rail footprint in locations immediately adjacent to archaeological sites that OEA has identified as eligible for listing on the National Register, and to not perform any construction activities related to the 25 planned capital improvements within the boundaries of National Register-eligible archeological sites identified by OEA.</i>	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvements so as to maintain the existing rail footprint in locations immediately adjacent to archaeological and historical sites which the OEA has identified as eligible for listing on the National Register.
38	Hazardous Material Release Sites	VM-Haz. Material Sites-01. <i>The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous material are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.</i>	CPKC's contractors have included measures in their Health and Safety Plans to protect workers in the event previously undocumented hazardous materials are discovered.
39	Hazardous Material Release Sites	VM-Haz. Material Sites-02. <i>Prior to the start of construction for each Capital Improvement Project, the Applicants will develop a site-specific spill prevention, control and response plan. This plan will specify measures to prevent the release of petroleum products or other hazardous materials during construction activities and contain such discharges if they occur.</i>	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.
40	Hazardous Material Release Sites	VM-Haz. Material Sites-03. <i>In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.</i>	There were no reportable spills at the Capital Siding Improvement Projects during the reporting period.
41	Hazardous Material Release Sites	VM-Haz. Material Sites-04. <i>During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents)</i>	All petroleum products on site are properly stored and 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	<i>VM-Haz. Material Sites-05.</i> <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	<i>MM-Haz. Material Sites-01.</i> <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	<i>MM-Haz. Material Sites-02.</i> <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	<i>MM-Haz. Material Sites-03.</i> <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	<i>MM-Haz. Material Sites-04.</i> <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	<i>MM-Haz. Material Sites-05.</i> <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 by 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>	Contractors are limiting ground disturbances 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>	During the reporting period, CPKC completed monitoring 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 that 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
		<i>wetland or other aquatic site, enhancing an existing aquatic site's function, preserving an existing aquatic site, and/or creating a new aquatic site.</i>	
71	Water Resources	VM-Water-08. <i>The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.</i>	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100-year storm event.
72	Water Resources	VM-Water-09. <i>The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.</i>	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.
73	Water Resources	VM-Water-10. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.</i>	In-water work is being scheduled at the Capital Improvement Projects to protect fish species as applicable to each respective site.
74	Water Resources	VM-Water-11. <i>During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.</i>	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
75	Water Resources	VM-Water-12. <i>During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.</i>	The environmental monitors at each of the respective Capital Improvement Project construction sites are ensuring that the contractors are only crossing watercourses at established crossing points. On August 25 th at the Blue Valley Siding project, a small excavator was found working in Round Grove Creek, upstream of the established crossing. The environmental monitor halted the work until the contractor established alternative means and methods to complete cofferdam maintenance.
76	Water Resources	VM-Water-13. <i>During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.</i>	Contractors are complying with the engineering design for each of the respective Capital Improvement Projects including the material specifications for each site (which have been designed by a Professional Engineer to ensure they are appropriate for that respective site).
77	Water Resources	MM-Water-01. <i>During the final engineering and design of the 25 capital improvements, the Applicants shall design culverts and bridges so as to maintain existing surface water drainage patterns to the extent practicable and not cause or exacerbate flooding.</i>	CPKC continues to design all culverts and bridges so as to maintain surface water drainage patterns and not cause or exacerbate flooding.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
78	Water Resources	<i>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.</i>	CPKC continues to design the Capital Improvement Projects to ensure that any rise in the 100-year water surface elevation is one foot or less.
79	Water Resources	<i>MM-Water-03. The Applicants shall obtain and comply with National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges resulting from project-related construction activities at each of the capital improvements that meet the requirements for a NPDES.</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	<i>VM-EJ-01. The Applicants will use CP's experience building relationships with First Nations in Canada to engage with federally recognized Indian tribes in the U.S.</i>	During this reporting period, CPKC continued to build relationships with federally recognized Indian tribes in the U.S.
81	Environmental Justice	<i>VM-EJ-02. The Applicants will make Operation Lifesaver programs available to potentially affected communities, including schools and other organizations (Operation Lifesaver is a non-profit education and awareness program that helps increase the public's awareness of the dangers around rail lines).</i>	During this reporting period, CPKC Police Officers and other CPKC Employees completed 92 Operation Lifesaver and other rail safety presentations across the US portion of the network.
82	Environmental Justice	<i>VM-EJ-03. For the construction contracts for the Capital Improvement Projects, the Applicants commit to allocate a minimum of 15% of contractor bid evaluation weighting to the inclusion of minority and tribal owned businesses and employees on the proposed project team.</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	<i>MM-EJ-01. The Applicants shall conduct proactive and targeted outreach to minority and low-income communities that would experience adverse noise impacts as a result of the acquisition to provide information about the process for establishing Quiet Zones. The Applicants shall assist interested communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA's final rule on the "Use of Locomotive Horns at Highway-Rail Grade Crossings."</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	<i>VM-Community-01. The Applicants commit that the new CPKC will meet regularly with community representatives in the Houston area. If those communities experience merger-related impacts, CPKC will work with them on ways to address their concerns. CPKC will also participate alongside other railroads serving Houston—notwithstanding</i>	CPKC continues to engage with Houston communities and has a Houston-based representative. CPKC attended the June 18 Rail Corridor Collaborative meeting. CPKC continues to regularly attend Houston Area Rail Transformation (THE HART) working group meetings. CPKC supported a visit by a Chicago Region Environmental and Transportation

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>that it will own no track there—to work cooperatively with communities to address the impacts of rail operations in the region.</i>	Efficiency (CREATE) delegation to Houston on July 23 & 24 as part of the Houston Rail Safety Summit. On September 9, we attended the regular meeting of the Gulf Coast Rail District Meeting and on September 12 met with representatives of the Houston Mayor’s office as a routine touchpoint to inquire about any potential CPKC impacts on Houston.
85	Community Agreements and Coordination	VM-Community-02. <i>The Applicants will provide community leaders in Houston with ways to report issues. CP has a “Community Connect” webpage that provides contact information, answers frequently asked questions, and offers other resources that will remain active for the new CPKC system. CP also has a Public Safety Communication Centre that operates 24 hours a day, 365 days a year with trained communication officers who can be reached toll-free at 1-800-716-9132. Calls into that Centre, which includes the Community Connect line and CP’s emergency lines, are tracked using sophisticated Computer Aided Dispatch (CAD) software. The communication officers in this Centre are trained to handle a range of issues, from a blocked crossing to a trespasser, and they regularly coordinate the involvement of other railroads as required for any specific incident.</i>	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC did not receive any calls to the Community Connect line from the Houston area this quarter. CPKC continues to have regular engagement with stakeholders in the Houston area.
86	Community Agreements and Coordination	VM-Community-03. <i>The Applicants will work with certain Chicago area communities with which they have not been able to reach agreements—DuPage County, the Village of Bartlett, the Village of Bensenville, the City of Elgin, the Village of Itasca, the Village of Hanover Park, the Village of Roselle, the City of Wood Dale, and the Village of Schaumburg—to mitigate potential acquisition-related environmental impacts. Specifically, they will work with them to accomplish:</i> • <i>Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation.</i> • <i>Installing and funding a predictive mobility system, interconnected with existing railroad crossing signals, that will deliver advanced notice of blocked crossings to citizens, police, fire, and rescue operations, and others.</i> • <i>Installing and funding ITS Interconnect for Advanced Warning Signs at strategic locations to give drivers information about occupied crossings, allowing them to make better on-the-spot decisions.</i> • <i>Installing and funding Positive Train Control wireless technology tie-ins at crossings adjacent to Metra platforms, which will minimize the activation of crossing lights and gates.</i> <i>With respect to the work described above, the Applicants anticipate that the Applicants or their subcontractors will perform the work. In the case of instances where work may be performed by others, the Applicants would reimburse reasonable and customary charges for such</i>	On June 25, CPKC met with Village of Bensenville leadership to discuss yard reconfiguration efforts and possible partnership areas with the village in terms of future expansion and a grade separation at York Rd. On September 11, CPKC and LinqThingz met with the Stop CPKC Coalition to review progress on implementation of Chicagoland mitigation measures and any other areas of concerns the communities had related to railroad operations.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>work. Because Metra owns the trackage that CP uses in these communities, Metra would have to approve the implementation of these mitigation measures. The Applicants would work with Metra, the communities, and any other relevant agencies to seek approvals.</i>	
87	Community Agreements and Coordination	MM-Community-01. <i>The Applicants shall comply with the terms of the agreements reached between the Applicants and the City of Davenport, Iowa; the City of Bettendorf, Iowa; the City of Muscatine, Iowa; the City of LeClaire, Iowa; the City of Clinton, Iowa; the City of Washington, Iowa; the City of Fruitland, Iowa; the Village of Hampshire, Illinois; the Village of Pingree Grove, Illinois; and the City of Liberty, Missouri.</i>	CPKC continues to work with each community to comply with the terms of the agreements reached and remain engaged and focused on ensuring an open dialogue. CPKC has 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 by the FRA. Design plans have reached 100%. On September 12, the FRA approved Hampshire’s proposed design and CPKC will now move forward on construction. On July 1st, CPKC met with representatives of Camanche, IA to discuss emergency response procedures if a train happens to be occupying a crossing for an extended period of time.
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</i>	Larry Lloyd continues to serve as CPKC’s Community Liaison for the Chicago Area.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>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>	

CPKC Capital Improvement Project Updates

Turkey River, IA – New Siding

In this reporting period, CPKC completed construction of the new siding at Turkey River.

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.

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 continued construction on the new 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

As CPKC reported in Quarterly Compliance Report 9, the new Dawn siding is complete.

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. From July 22nd to September 10th, to increase worker safety, due to excessive heat, work at Blue Valley Siding started at 0600. On August 25th, a small excavator was found working in Round Grove Creek, upstream of the established crossing. The environmental monitor stopped the work until the contractor established alternative means and methods to complete cofferdam maintenance. No other 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 completed 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

As CPKC reported in Quarterly Compliance Report 9, the Loring Siding Extension is complete.

Singer, LA – Siding Extension

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



TECHNICAL MEMORANDUM

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

December 19, 2024

HDR Rail Monitoring Summary Report, April to October 2024, Turkey River, Iowa

PROJECT DESCRIPTION

HDR, Inc. (HDR) was contracted by Canadian Pacific and Kansas City Southern (CPKC) to monitor for cultural resources during the construction of capital improvements along the CPKC rail right-of-way (ROW). This summary report for the Turkey River, Iowa project area documents the completed cultural resource monitoring activities undertaken by HDR between April 22 and October 30, 2024.

The Turkey River, Iowa Project consisted of approximately 14,300 feet of siding rail extension, clearing and constructing access to future switch cabin locations, culvert installations, bridge repair and installation, and ongoing right-of-way maintenance. The project area was located between mileposts (MPs) 71.5 and 68.8, trending northwest to east. The portion monitored consisted of new and previously excavated ground disturbance along the CPKC right-of-way for the Turkey River Siding Extension.

Marly Richison was the assigned archaeological monitor for the Project. A total of 112 working days from April 22 to October 30, 2024, were monitored (Table 1).

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

HDR Cultural Resource Monitor	Dates of Construction Monitoring
Marly Richison	04/22/24 – 04/26/24, 04/29/24 – 04/30/24
Marly Richison	05/01/24, 05/06/24 – 05/10/24, 05/13/24 – 05/17/24, 05/23/24, 05/28/24 – 05/31/24
Marly Richison	06/03/24 – 06/07/24, 06/10/24 – 06/14/24, 06/18/24 – 06/21/24, 06/24/24 – 06/27/24
Marly Richison	07/01/24, 07/08/24 – 07/12/24, 07/15/24, 07/17/24 – 07/19/24, 07/22/24 – 07/26/24, 07/30/24 – 07/31/24
Marly Richison	08/01/24 – 08/02/24, 08/05/24 – 08/09/24, 08/12/24, 08/14/24, 08/16/24, 08/19/24 – 08/23/24, 08/26/24 – 08/29/24
Marly Richison	09/03/24 – 09/06/24, 09/09/24 – 09/13/24, 09/16/24 – 09/19/24, 09/23/24 – 09/27/24, 09/30/24
Marly Richison	10/01/24 – 10/03/24, 10/05/24, 10/07/24 – 10/12/24, 10/15/24 – 10/18/24, 10/21/24 – 10/25/24, 10/28/24, 10/30/24

MONITORING METHODS

Under the direction of Secretary of the Interior (SOI)-qualified Senior Archaeologist Josh Fletcher (Principal Investigator), HDR archaeologist Marly Richison monitored ground-disturbing construction activities associated with railroad construction preparation. Monitoring consisted of the visual inspection of top-soil removal activities, such as bulldozing and scraping, associated with construction. The archaeologist observed soil removal and digging activities and watched for the presence of cultural resources such as bone, individual artifacts, artifact concentrations, and features. The archaeologist also inspected the surrounding area and soil stockpiles for the presence of cultural resources. The archaeologist worked closely with construction management and field personnel about expectations for monitoring and the process if cultural resources are uncovered. The archaeologist remained onsite daily until all new ground disturbance was complete.

MONITORING SUMMARY

The specific construction activities monitored and results at the Turkey River, Iowa, project area between the dates of April 22 and October 30, are presented in Table 2.

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

Construction Activities	Results
Topsoil removal, cut to grade, cut for fill, excavation and grading for access roads, grading and leveling laydown area/staging area for loose debris and materials, construction of siding bench/berm, drilling/coring rock along portions of railroad ROW to redetermine extent of rock and sediment, excavation for pipe and culvert installation, excavation for bridge installation, and slope cleanup throughout project ROW.	No cultural resources were identified during monitoring.

RESULTS

No intact cultural features or artifacts were observed throughout the project duration. The only anthropogenic items observed were a segment of stone wall that is not considered to be significant, and general railroad debris and localized trash from surrounding properties. No known cultural resources have been impacted by construction. Figures 1-22 present representative views of the project.

CONCLUSIONS

From April 22 to October 30, 2024 HDR archaeologist Marly Richison under direction of SOI-qualified Senior Archaeologist Josh Fletcher (Principal Investigator), monitored all new ground disturbance between Turkey River MPs 71.5 and 68.8 (Tables 3-9). During this period, no cultural remains were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

Table 3. Monitoring Locations and Results for April 2024

Date	Monitoring Location	Construction Activities Monitored	Results
April 22, 2024	MP 71.5-68.8	Kickoff meeting and job walk. No ground disturbing activities.	No findings.
April 23, 2024	MP 71.5-68.8	Kickoff meeting and job walk. Unable to access site due to access road construction. No ground disturbing activities occurred within rail ROW. Construction working on an access road to begin work alongside the railroad on a private parcel that is adjacent to rail ROW.	No findings.
April 24, 2024	MP 71.5-68.8	None. Crew still working on access to railroad ROW through private property parcel, no ground disturbance to monitor.	No findings.
April 25, 2024	MP 71.5-68.8	Access road construction.	No findings.
April 26, 2024	MP 71.5-68.8	None, working on private property adjacent to ROW.	None.
April 27-28, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
April 29, 2024	MP 71.5-68.8	Construction of an access road to the railroad area.	No findings.
April 30, 2024	MP 71.5-68.8	Construction of bench/berm to the north and south of MPs 69.48.	No findings.

Table 4. Monitoring Locations and Results for May 2024

Date	Monitoring Location	Construction Activities Monitored	Results
May 1, 2024	MP 71.5-68.8	Construction of bench/berm parallel to the railroad, grading and leveling laydown/staging area for loose debris and materials, access into railroad ROW.	No findings.
May 2, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 3, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 4-5, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
May 6, 2024	MP 71.5-68.8	Construction of benches trending north and south along railroad ROW near MP 69.48.	No findings.
May 7, 2024	MP 71.5-68.8	Construction of siding bench along the railroad.	No findings.
May 8, 2024	MP 71.5-68.8	Construction of railroad siding trending south. No new cultural sediments excavated into the bedrock.	No findings.
May 9, 2024	MP 71.5-68.8	Construction of a bench along western side of railroad ROW.	No findings.
May 10, 2024	MP 71.5-68.8	Construction of berm for railroad siding along the west side of railroad ROW.	No findings.
May 11-12, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.

May 13, 2024	MP 71.5-68.8	Construction of berm for railroad siding on the west side of the railroad ROW.	No findings.
May 14, 2024	MP 71.5-68.8	Construction of siding along western edge of railroad ROW. Drilling/coring rock along portions of railroad row to redetermine extent of rock and sediment in the area for construction.	No findings.
May 15, 2024	MP 71.5-68.8	Construction of railroad siding for berms along western side of ROW.	No findings.
May 16, 2024	MP 71.5-68.8	Construction of railroad siding along western edge of railroad ROW.	No findings.
May 17, 2024	MP 71.5-68.8	Construction of railroad siding along western side of ROW.	No findings.
May 18-19, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
May 20, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 21, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 22, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 23, 2024	MP 71.5-68.8	Construction of berm siding for railroad.	No findings.
May 24, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 25-26, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
May 27, 2024	MP 71.5-68.8	None, construction crew unable to work on ROW area due to rain event.	None.
May 28, 2024	MP 71.5-68.8	Construction of railroad siding berm.	No findings.
May 29, 2024	MP 71.5-68.8	Construction of railroad siding berm.	No findings.
May 30, 2024	MP 71.5-68.8	Construction of railroad siding berm.	No findings.
May 31, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

Table 5. Monitoring Locations and Results for June 2024

Date	Monitoring Location	Construction Activities Monitored	Results
June 1-2, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
June 3, 2024	MP 71.5-68.8	Construction of railroad siding berm along western edge of railroad ROW.	No findings.
June 4, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 5, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

June 6, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 7, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 8-9, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
June 10, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 11, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 12, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 13, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 14, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 15-16, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
June 17, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
June 18, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 19, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 20, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 21, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 22-23, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
June 24, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 25, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 26, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 27, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
June 28, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
June 29-30, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.

Table 6. Monitoring Locations and Results for July 2024

Date	Monitoring Location	Construction Activities Monitored	Results
July 1, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 2, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
July 3, 2024	MP 71.5-68.8	No construction activities. Rainout.	None
July 4-5, 2024	MP 71.5-68.8	No construction activities. Holiday.	None.
July 6-7, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
July 8, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 9, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 10, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 11, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 12, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 13-14, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
July 15, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 16, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
July 17, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 18, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 19, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 20-21, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
July 22, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 23, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 24, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 25, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 26, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

July 27-28, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
July 29, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
July 30, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
July 31, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

Table 7. Monitoring Locations and Results for August 2024

Date	Monitoring Location	Construction Activities Monitored	Results
August 1, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 2, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 3-4, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
August 5, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 6, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 7, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 8, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 9, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 10-11, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
August 12, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 13, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
August 14, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 15, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
August 16, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 17-18, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
August 19, 2024	MP 71.5-68.8	Construction of railroad siding.	Stone wall feature measuring approximately 65 inches long, 50-55 inches wide, and 135 inches at its tallest point. Comprised of 15-20 pieces of local limestone, with a smoothed mortared edge on the northern most point. (6 stacks of stone high, 3 stone lengths long, with a single row of

			stones in a line emerging from the side of the hill. Located approximately 5-10m NE from 360th Street and 15-20m from the railroad tracks. Significant amount of moss growing on limestone, with tree roots wrapping around the edges. Not significant.
August 20, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 21, 2024	MP 71.5-68.8	Construction of railroad siding.	Deer bones. Not cultural and not significant.
August 22, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 23, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 24-25, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
August 26, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 27, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 28, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 29, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
August 30, 2024	MP 71.5-68.8	No construction activities. Rainout.	None.
August 31, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.

Table 8. Monitoring Locations and Results for September 2024

Date	Monitoring Location	Construction Activities Monitored	Results
September 1, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
September 2, 2024	MP 71.5-68.8	No construction activities. Labor Day.	None.
September 3, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 4, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 5, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 6, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 7-8, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
September 9, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

September 10, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 11, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 12, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 13, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 14-15, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
September 16, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 17, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 18, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 19, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 20, 2024	MP 71.5-68.8	No construction activities.	None.
September 21-22, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
September 23, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 24, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 25, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 26, 2024	MP 71.5-68.8	Construction of railroad siding and excavation near new bridge install through stations 134-136.	No findings.
September 27, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
September 28-29, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
September 30, 2024	MP 71.5-68.8	Construction of railroad siding and culvert installation.	No findings.

Table 9. Monitoring Locations and Results for October 2024

Date	Monitoring Location	Construction Activities Monitored	Results
October 1, 2024	MP 71.5-68.8	Construction of railroad siding and culvert install.	No findings.
October 2, 2024	MP 71.5-68.8	Construction of railroad siding and culvert install.	No findings.
October 3, 2024	MP 71.5-68.8	Construction of railroad siding and culvert install.	No findings.

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October 4, 2024	MP 71.5-68.8	No construction activities.	None.
October 5, 2024	MP 71.5-68.8	Culvert installation.	No findings.
October 6, 2024	MP 71.5-68.8	No construction activities. Sunday.	None.
October 7, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 8, 2024	MP 71.5-68.8	N/A, civil crew worked on farm and removing rock. Culvert crew unable to obtain block early enough to install culvert. No actions monitored.	None.
October 9, 2024	MP 71.5-68.8	Culvert installed at station 15.5.	No findings.
October 10, 2024	MP 71.5-68.8	Slope cleanup along 360th, culvert install, and prep.	No findings.
October 11, 2024	MP 71.5-68.8	Grading of 360th Street located above railroad siding, culvert installation prep work.	No findings.
October 12, 2024	MP 71.5-68.8	Culvert installation.	No findings.
October 13, 2024	MP 71.5-68.8	No construction activities. Sunday.	None.
October 14, 2024	MP 71.5-68.8	No construction activities.	None.
October 15, 2024	MP 71.5-68.8	Clean up near station 26.75 after culvert installation.	No findings.
October 16, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 17, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 18, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 19-20, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
October 21, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 22, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 23, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 24, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 25, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 26-27, 2024	MP 71.5-68.8	No construction activities. Weekend.	None.
October 28, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.
October 29, 2024	MP 71.5-68.8	No construction activities.	None.
October 30, 2024	MP 71.5-68.8	Construction of railroad siding.	No findings.

FIGURES



Figure 1. Initial topsoil clearing for railroad siding construction; facing East. (M. Richison 04/25/24)



Figure 2. Initial topsoil clearing near MP 69.48; facing Southeast. (M. Richison 04/29/24)



Figure 3. Initial topsoil clearing and berm construction with undisturbed portions of ROW visible in background; facing Northwest. (M. Richison 04/29/24)



Figure 4. Initial topsoil clearing near private farm access road, eastern portion of project; facing Northwest. (M. Richison 05/01/24)



Figure 5. Topsoil and overburden removal; facing Northwest. (M. Richison 05/15/24)



Figure 6. Topsoil and overburden removal; facing East. (M. Richison 05/30/24)



Figure 7. Topsoil removal in staging area, near three-pipe box culvert; facing Southeast. (M. Richison 06/04/24)



Figure 8. An example of overburden removal and extent of bedrock in ROW area, western section of project area; facing West/Northwest. (M. Richison 06/20/24)



Figure 9. Access to southern bridge and staging area topsoil removal, easternmost extent of project area; facing Southeast. (M. Richison 06/26/24)



Figure 10. Topsoil removal and access road construction, western portion of project area; facing South. (M. Richison 07/01/24)



Figure 11. Topsoil removal and bridge construction staging area, at MP 70.15; Facing west. (M. Richison 07/11/24)



Figure 12. Ditch construction example throughout ROW; facing West. (M. Richison 07/26/24)



Figure 13. Example of excavated trench for erosion and water control; facing Southeast. (M. Richison 08/09/24)



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



Figure 15. Topsoil removal on western portion of ROW; facing Southeast. (M. Richison 08/20/24)



Figure 16. Access from 360th St to ROW with topsoil and overburden removed, turn around point for haul truck traffic; facing East. (M. Richison 09/09/24)



Figure 17. 360th St entrance to ROW topsoil and overburden removal complete, westernmost area of project area near railroad crossing; facing Northwest. (M. Richison 09/18/24)



Figure 18. Western portion of project area, new disturbance complete; facing West. (M. Richison 09/18/24)



Figure 19. Culvert installation under existing railroad, near western extreme of project area and railroad crossing; facing Northwest. (M. Richison 10/09/24)



Figure 20. Culvert area cleanup after installation, near westernmost extreme of project area standing on 360th St; facing east. (M. Richison 10/24/24)



Figure 21. Western extreme of project area, new disturbance complete; facing East. (M. Richison 10/30/24)



Figure 22. Example of sediments and bedrock found throughout project area, facing South. (M. Richison 05/01/24)



Turkey River New Siding Project

CPKC Final Environmental Monitoring Report



TURKEY RIVER NEW SIDING PROJECT

CPKC Final Environmental Monitoring Report

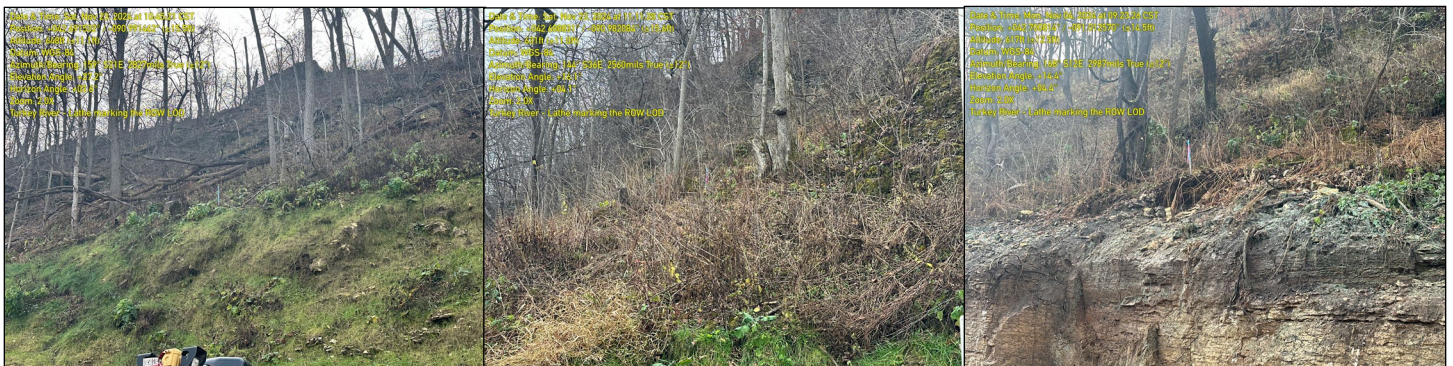
This is the final Environmental Monitoring Report for the Turkey River Siding project (commonly referred to as “Turkey River”) located in Clayton County, IA (Marquette Subdivision from MP 68.9 to MP 71.4). This project is part of the Canadian Pacific-Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The new 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 Turkey River’s compliance with those measures.

Construction on Turkey River started on April 18, 2024 and the new siding was put into service on June 19, 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.

Right of Way (ROW) boundaries were marked with blue lath and all workers on site were made aware that they were to make sure work stayed within the ROW. Work on the project was successfully kept within the ROW with minimal disturbance to wetland areas. The photos below show these color-coded boundaries.



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

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

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

The Anti-Idling procedure was discussed during the initial and weekly briefings held by the EM. These briefings occurred during Safety/JSA meetings, and all new subcontractors were also briefed as they joined the project and began their work. The Anti-Idling procedure was adhered to throughout the duration of the Turkey River capital improvement project.

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



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

The primary method of dust suppression was the use of dust control water trucks, which were kept on site throughout the duration of the Turkey River capital improvement project.

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

All stabilization measures needed throughout the project were able to be utilized within the 14-day window. This included the reutilization of topsoil material.

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



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

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

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

No spills occurred during the construction period.

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

Petroleum products used during the Turkey River capital improvement project were all stored and used off site at the neighboring property. Each piece of equipment used on the project was also equipped with its own spill kit to manage containment immediately in case of a spill.

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

In accordance with the Materials Management Plan, all waste products requiring disposal throughout the Turkey River capital improvement project were placed in dumpsters that were off site at the neighboring property. This consisted of trash only and was non-hazardous.

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 Turkey River was started on 12/5/23 and completed before 3/31/24. No eagles nests or other active bird nests were identified on the project site during tree clearing or construction, and no more trees were cleared than necessary for construction.

The photos below show the ROW during tree clearing.





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

Similarly to bird nesting concerns, all tree clearing activities occurred prior to active bat species season, and no active bats were observed within the project limits during tree clearing and construction. Tree clearing was limited specifically to areas needed for construction.

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

After tree clearing was complete, areas where trees had been cleared were marked with flagged survey limits so contractors could easily identify any area within ROW and near bridges where bat species could potentially be present.

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

At no time did the EM find evidence of bats or bat use. Gabriella Parker, biologist for HDR, completed a final bat inspection with a report on 4/4/2024 with no identifying bats or nests present.

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

After an inspection that determined no bat species were present, daily monitoring of bat species was completed by the EM, followed by a complete inspection by Gabriella Parker, biologist for HDR. No bat species were present before or during the installation process.

Photos below show various culvert installations:



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 during the Turkey River capital improvement project.

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

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

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



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

Ground disturbance within the duration of the Turkey River capital improvement project was limited to the necessary construction efforts to complete the Turkey River siding extension between MP 72.10 to MP 75.12. Ground disturbance began on 4/22/2024 and was completed 10/30/2024.

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

Seed mixes used within the Turkey River capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the EM prior to use. The seed tag shown in the photo below as provided by the seeding contractor specifies No Noxious Weeds found and the IDOT Seeding type Requirements in Section 250.07 of the Iowa Standard Specifications for Highway Construction. No herbicide spray methods were used on the project.



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

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

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

Seed mixes used for revegetative efforts on the Turkey River capital improvement project were verified according to seed tags and the IDOT Seeding Type Requirements in Section 250.07 of Iowa Standard Specifications for Highway Construction.

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



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

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

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

The contractor followed Pre/Post construction measures using site-specific SWPPP developed for the Turkey River capital improvement project. These measures included the installation of Erosion Control Devices prior to and during construction, which eliminated any sediment or pollutant discharges throughout the project. See below photos for examples of where this was used on the project.

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

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



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

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

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

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

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

Daily equipment inspections were conducted by all contractors on the Turkey River Capital Improvement Project, followed by daily inspection reports. The lay down yard for this project was off CPKC property, equipment was checked every morning prior to entering the ROW.

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

Suitable fill materials used within the Turkey River capital improvement project consisted of primary reused Native soils, Clean Fill and ballast material previously approved by project engineers and contractors and from state licensed local sources.

TURKEY RIVER SIDING EXTENSION
CPKC Final Environmental Monitoring Report
BAT INSPECTION REPORTS
APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:42AM	CPKC Project Name Turkey River	Bridge Milepost MP 70.13	County Clayton
Structure Name (if exists) Ex Box Culvert	Structure Coordinates (latitude and longitude) 42°41'47"N 91°0'15"W	Structure Height (approximate) 7'	Structure Length 50'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type		Culvert Material	Notes:
☒ Box		☐ Metal	
☐ Pipe/Round		☒ Concrete	
☐ Other:		☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☒ Standing water		☒ Residential-rural	
☒ Seasonal water		☐ Woodland/forested	
☒ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Spaces between walls, ceiling joists	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ All expansion joints	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	

S 180 210 SW 240 W 270 300

☀ 235°SW (M) ● 42°41'48"N, 91°0'15"W ±13ft ▲ 620ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024, 10:42:28

S 180 210 SW 240 W 270

☀ 218°SW (M) ● 42°41'48"N, 91°0'15"W ±13ft ▲ 632ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024, 10:42:10

SE 150 S 180 SW 240

☀ 196°S (M) ● 42°41'48"N, 91°0'14"W ±13ft ▲ 632ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024, 10:42:46

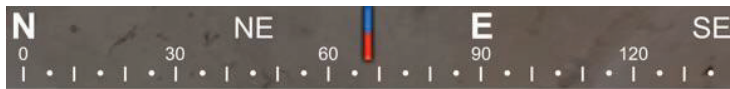
E 90 SE 120 150 S 180 SW 210

☀ 156°SE (M) ● 42°41'47"N, 91°0'15"W ±13ft ▲ 621ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024, 10:43:10



☉ 68°E (M) ☉ 42°41'47"N, 91°0'15"W ±13ft ▲ 620ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024 10:43:23



☉ 51°NE (M) ☉ 42°41'47"N, 91°0'15"W ±13ft ▲ 623ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024 10:43:39



☉ 320°NW (M) ☉ 42°41'47"N, 91°0'15"W ±36ft ▲ 641ft



Box culvert 70.15
Gabriella Parker

Turkey River
04 Apr 2024 10:44:24



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:19AM	CPKC Project Name Turkey River	Bridge Milepost MP 69	County Clayton
Structure Name (if exists) Ex Bridge MP69	Structure Coordinates (latitude and longitude) 42°41'22"N 90°59'5"W	Structure Height (approximate) 3'	Structure Length 12'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☒ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☒ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☒ Other: Temporary timber		☐ Unknown	
Culvert Type	Other Structure	Culvert Material	Notes:
☐ Box	☐	☐ Metal	
☐ Pipe/Round	☐	☐ Concrete	
☐ Other:	☐	☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☒ Bare ground	☒ Open vegetation	☐ Agricultural	☐ Grassland
☒ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential-urban	☒ Riparian/wetland
☐ Standing water	☐ Road/trail - Type:	☒ Residential-rural	☐ Mixed use
☒ Seasonal water	☐ Other:	☐ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
Name: Gabriella Parker		Signature:	

E 150 S 180 SW 210 240 W 270

206°SW (M) 42°41'22"N, 90°59'5"W ±13ft ▲ 630ft



NE 60 E 90 SE 120 150 S 180

115°SE (M) 42°41'22"N, 90°59'5"W ±9ft ▲ 623ft



E 60 90 SE 120 150 S 180

119°SE (M) 42°41'22"N, 90°59'5"W ±13ft ▲ 632ft



SW 240 W 270 NW 300 330

283°W (M) 42°41'22"N, 90°59'5"W ±13ft ▲ 634ft







CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:29AM	CPKC Project Name Turkey River	Bridge Milepost MP 70.44	County Clayton
Structure Name (if exists) Ex BR 70.44	Structure Coordinates (latitude and longitude) 42°41'56"N 91°0'33"W	Structure Height (approximate) 4'	Structure Length 38'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☒ Concrete	☒ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		End/Back Wall Material	
☐ Covered		☒ Concrete	
☐ Other:		☐ Timber	
		☐ Stone/Masonry	
		☐ Other:	
Culvert Type		Culvert Material	
☐ Box		☐ Metal	
☐ Pipe/Round		☐ Concrete	
☐ Other:		☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Other Structure		Notes:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☒ Seasonal water		☐ Woodland/forested	
☒ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Crack between concrete railings on top of the bridge deck 	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Vertical surfaces on concrete I-beams	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Spaces between walls, ceiling joists	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ All guiderails	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ All expansion joints	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	

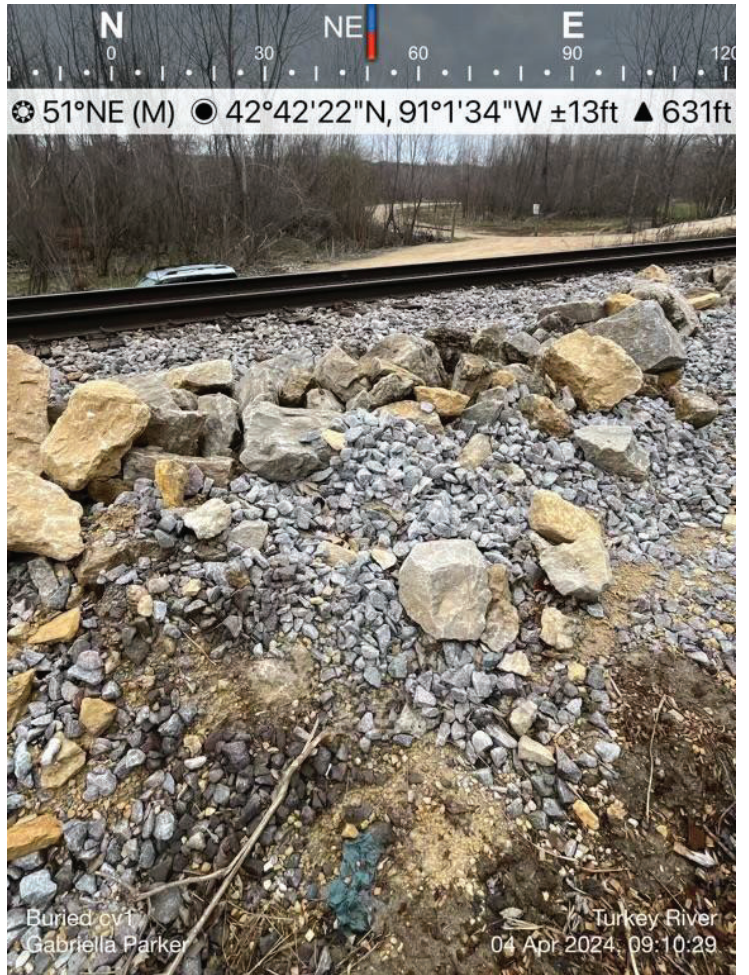






CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 9:09 AM	CPKC Project Name Turkey River	Bridge Milepost MP 71.4	County Clayton
Structure Name (if exists) Ex CV1	Structure Coordinates (latitude and longitude) 42°42'22"N 91°1'34"W	Structure Height (approximate) 24" Diameter	Structure Length 80'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type		Culvert Material	Notes:
☐ Box		☐ Metal	
☒ Pipe/Round		☒ Concrete	
☐ Other:		☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☐ Seasonal water		☐ Woodland/forested	
☒ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☐ Riparian/wetland	
☒ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

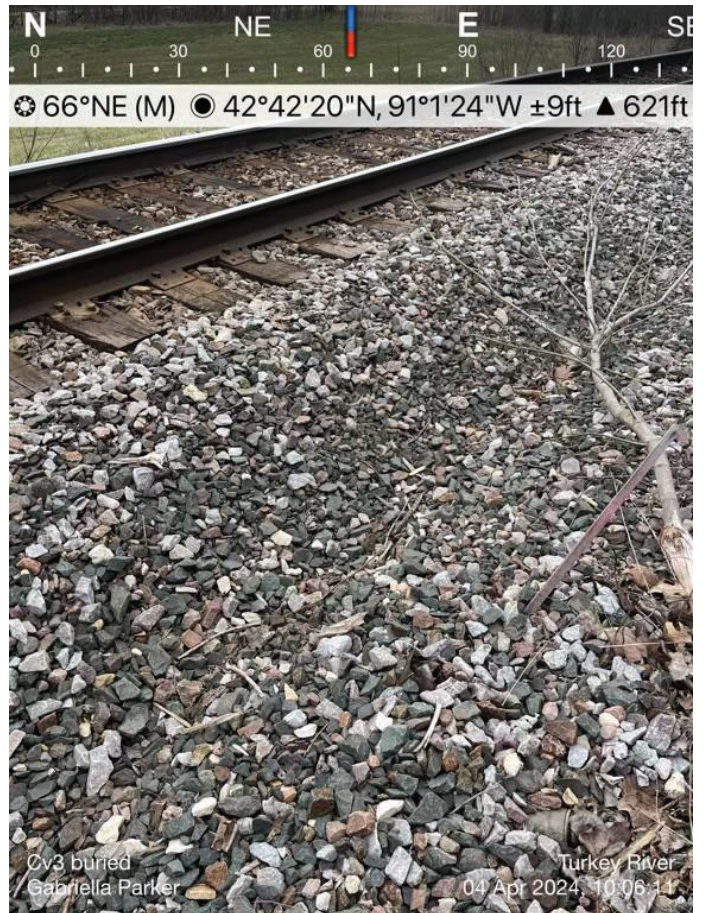
Date & Time of Assessment 04-04-2024 10:00AM	CPKC Project Name Turkey River	Bridge Milepost MP 71.34	County Clayton	
Structure Name (if exists) Ex CV2	Structure Coordinates (latitude and longitude) 42°42'21"N 91°1'26"W	Structure Height (approximate) 36" Diameter	Structure Length 51'	
Structure Type (check one)		Structure Material (check all that apply)		
Bridge Construction Style		Deck Material	Beam Material End/Back Wall Material	
☐ Cast-in-place		☐ Metal	☐ None	☐ Concrete
☐ Flat Slab/Box		☐ Concrete	☐ Concrete	☐ Timber
☐ Truss		☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Parallel Box Beam		☐ Open grid	☐ Timber	☐ Other:
☐ Pre-stressed Girder		☐ Other:	☐ Other:	Creosote Evidence
☐ Covered		☐ Yes ☒ No		
☐ Other:		☐ Unknown		
Culvert Type	Other Structure	Culvert Material	Notes:	
☐ Box	☐	☐ Metal		
☒ Pipe/Round	☐	☒ Concrete		
☐ Other:	☐	☐ Plastic		
		☐ Stone/Masonry		
		☐ Other:		
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)		
☐ Bare ground		☐ Agricultural		
☒ Rip-rap		☐ Commercial		
☐ Flowing water		☐ Residential-urban		
☐ Standing water		☒ Residential-rural		
☐ Seasonal water		☐ Woodland/forested		
☐ Open vegetation		☐ Grassland		
☐ Closed vegetation		☐ Ranching		
☒ Railroad		☒ Riparian/wetland		
☐ Road/trail - Type:		☐ Mixed use		
☐ Other:		☐ Other:		
Areas Assessed (check all that apply)				
Check all areas that apply. If an area is not present in the structure, check the "not present" box.				
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.				
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)		
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	☐ N/A
		☐ Staining	☐ Photos	
Name: Gabriella Parker		Signature:		





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:03AM	CPKC Project Name Turkey River	Bridge Milepost MP 71.3	County Clayton		
Structure Name (if exists) Ex CV3	Structure Coordinates (latitude and longitude) 42°42'21"N 91°1'24"W	Structure Height (approximate) 24" Diameter	Structure Length 30'		
Structure Type (check one)		Structure Material (check all that apply)			
Bridge Construction Style		Deck Material	Beam Material End/Back Wall Material		
☐ Cast-in-place		☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box		☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss		☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam		☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder		☐ Other:	☐ Other:	Creosote Evidence	
☐ Covered		☐ Yes ☒ No			
☐ Other:		☐ Unknown			
Culvert Type		Culvert Material		Notes:	
☐ Box		☐ Metal			
☒ Pipe/Round		☒ Concrete			
☐ Other:		☐ Plastic			
		☐ Stone/Masonry			
		☐ Other:			
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)			
☐ Bare ground		☐ Agricultural			☐ Grassland
☒ Rip-rap		☐ Commercial			☐ Ranching
☐ Flowing water		☐ Residential-urban			☒ Riparian/wetland
☐ Standing water		☒ 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	N/A	
		☐ Staining	☐ Photos		
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
Name: Gabriella Parker		Signature:			





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

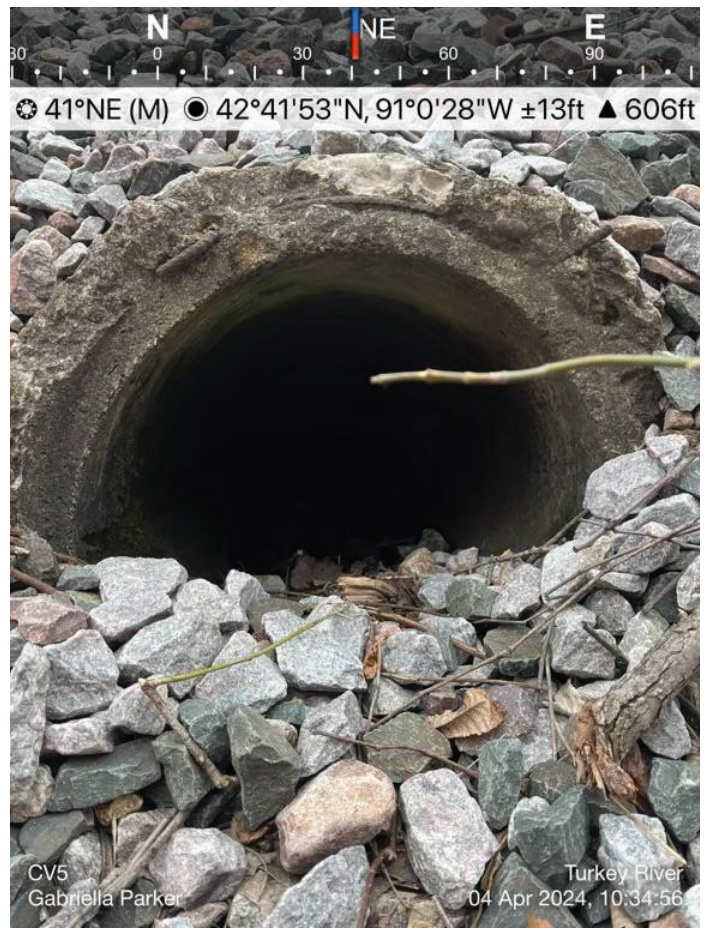
Date & Time of Assessment 04-04-2024 10:13AM	CPKC Project Name Turkey River	Bridge Milepost MP 71.06	County Clayton
Structure Name (if exists) Ex CV4	Structure Coordinates (latitude and longitude) 42°42'16"N 91°1'10"W	Structure Height (approximate) 24" Diameter	Structure Length 35'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type		Culvert Material	Notes:
☐ Box		☒ Metal	
☒ Pipe/Round		☐ Concrete	
☐ Other:		☐ Plastic	
Other Structure		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Closed vegetation	
☐ Flowing water		☐ Commercial	
☒ Standing water		☐ Residential-urban	
☒ Seasonal water		☒ Residential-rural	
☐ Open vegetation		☐ Woodland/forested	
☐ Closed vegetation		☐ Grassland	
☒ Railroad		☐ Ranching	
☐ Road/trail - Type:		☒ Riparian/wetland	
☐ Other:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:34AM	CPKC Project Name Turkey River	Bridge Milepost MP 70.36	County Clayton	
Structure Name (if exists) Ex CV5	Structure Coordinates (latitude and longitude) 42°41'53"N 91°0'28"W	Structure Height (approximate) 24" Diameter	Structure Length 30'	
Structure Type (check one)		Structure Material (check all that apply)		
Bridge Construction Style		Deck Material	Beam Material End/Back Wall Material	
☐ Cast-in-place		☐ Metal	☐ None	☐ Concrete
☐ Flat Slab/Box		☐ Concrete	☐ Concrete	☐ Timber
☐ Truss		☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Parallel Box Beam		☐ Open grid	☐ Timber	☐ Other:
☐ Pre-stressed Girder		☐ Other:	☐ Other:	Creosote Evidence
☐ Steel I-beam		Culvert Material		☐ Yes ☒ No
Culvert Type		☐ Metal		☐ Unknown
☐ Box		☒ Concrete		Notes:
☒ Pipe/Round		☐ Plastic		
☐ Other:		☐ Stone/Masonry		
Other Structure		☐ Other:		
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)		
☐ Bare ground		☐ Agricultural		☐ Grassland
☒ Rip-rap		☐ Commercial		☐ Ranching
☐ Flowing water		☐ Residential-urban		☒ Riparian/wetland
☐ Standing water		☒ Residential-rural		☐ Mixed use
☐ Seasonal water		☐ Woodland/forested		☐ Other:
Areas Assessed (check all that apply)				
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.				
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)		
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
Name: Gabriella Parker		Signature:		





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:38AM	CPKC Project Name Turkey River	Bridge Milepost MP 70.22	County Clayton	
Structure Name (if exists) Ex CV6	Structure Coordinates (latitude and longitude) 42°41'50"N 91°0'19"W	Structure Height (approximate) 36" Diameter	Structure Length 35'	
Structure Type (check one)		Structure Material (check all that apply)		
Bridge Construction Style		Deck Material	Beam Material End/Back Wall Material	
☐ Cast-in-place		☐ Metal	☐ None	☐ Concrete
☐ Flat Slab/Box		☐ Concrete	☐ Concrete	☐ Timber
☐ Truss		☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Parallel Box Beam		☐ Open grid	☐ Timber	☐ Other:
☐ Pre-stressed Girder		☐ Other:	☐ Other:	Creosote Evidence
☐ Covered		☐ Yes ☒ No		
☐ Other:		☐ Unknown		
Culvert Type	Other Structure	Culvert Material	Notes:	
☐ Box	☐	☒ Metal		
☒ Pipe/Round	☐	☐ Concrete		
☐ Other:	☐	☐ Plastic		
		☐ Stone/Masonry		
		☐ Other:		
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)		
☐ Bare ground		☐ Agricultural		
☒ Rip-rap		☐ Commercial		
☐ Flowing water		☐ Residential-urban		
☐ Standing water		☒ Residential-rural		
☐ Seasonal water		☐ Woodland/forested		
☒ Open vegetation		☐ Grassland		
☐ Closed vegetation		☐ Ranching		
☒ Railroad		☒ Riparian/wetland		
☐ Road/trail - Type:		☐ Mixed use		
☐ Other:		☐ Other:		
Areas Assessed (check all that apply)				
Check all areas that apply. If an area is not present in the structure, check the "not present" box.				
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.				
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)		
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species
		☐ Guano	☐ Odor	N/A
		☐ Staining	☐ Photos	
Name: Gabriella Parker		Signature:		

S 150 180 210 240 270 W
SW

☼ 216°SW (M) ● 42°41'50"N, 91°0'19"W ±22ft ▲ 657ft

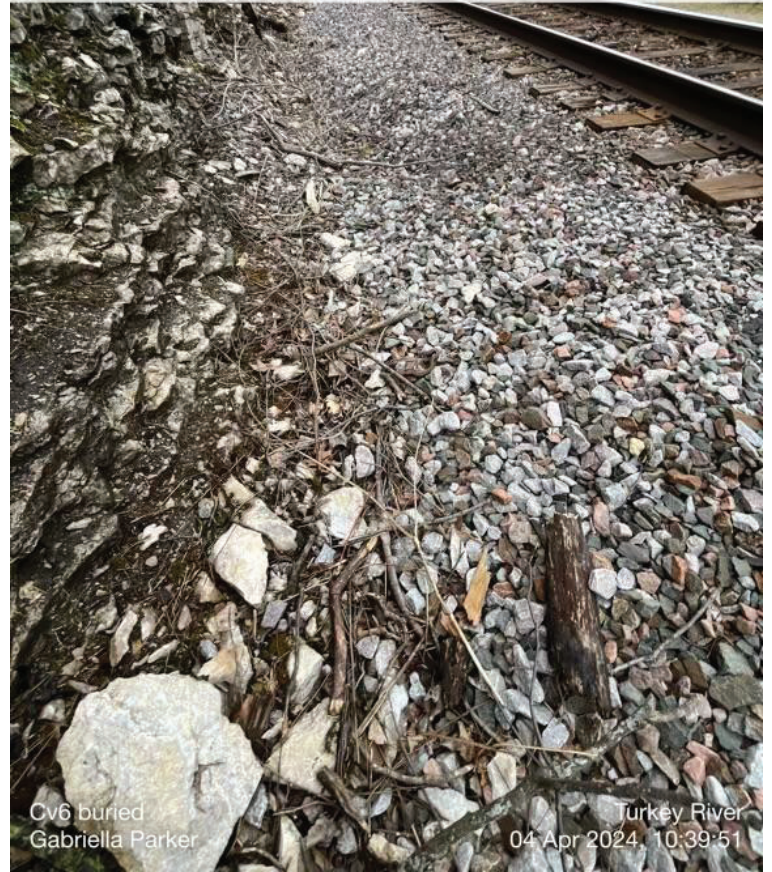


Cv6
Gabriella Parker

Turkey River
04 Apr 2024, 10:38:28

W 240 270 300 330 0 NW N

☼ 297°NW (M) ● 42°41'50"N, 91°0'19"W ±13ft ▲ 630ft



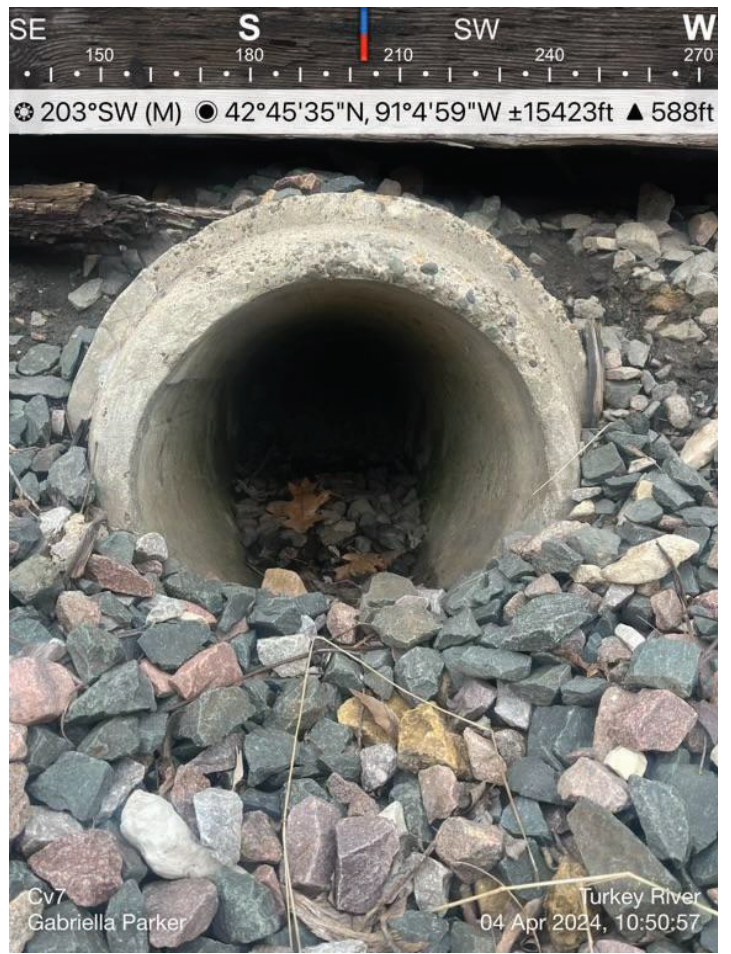
Cv6 buried
Gabriella Parker

Turkey River
04 Apr 2024, 10:39:51



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:50AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.9	County Clayton		
Structure Name (if exists) Ex CV7	Structure Coordinates (latitude and longitude) 42°45'35"N 91°4'59"W	Structure Height (approximate) 24" Diameter	Structure Length 25'		
Structure Type (check one)		Structure Material (check all that apply)			
Bridge Construction Style		Deck Material	Beam Material End/Back Wall Material		
☐ Cast-in-place		☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box		☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss		☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam		☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder		☐ Other:	☐ Other:	Creosote Evidence	
☐ Covered		☐ Yes ☒ No			
☐ Other:		☐ Unknown			
Culvert Type		Culvert Material		Notes:	
☐ Box		☐ Metal			
☒ Pipe/Round		☒ Concrete			
☐ Other:		☐ Plastic			
		☐ Stone/Masonry			
		☐ Other:			
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)			
☐ Bare ground		☐ Agricultural			☐ Grassland
☒ Rip-rap		☐ Commercial			☐ Ranching
☐ Flowing water		☐ Residential-urban			☒ Riparian/wetland
☐ Standing water		☒ 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	N/A	
		☐ Staining	☐ Photos		
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible	☐ Species	
		☐ Guano	☐ Odor	N/A	
		☐ Staining	☐ Photos		
Name: Gabriella Parker		Signature:			





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:54AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.78	County Clayton
Structure Name (if exists) Ex CV8	Structure Coordinates (latitude and longitude) 42°41'39"N 90°59'53"W	Structure Height (approximate) 36" Diameter	Structure Length 30'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		End/Back Wall Material	
☐ Covered		☐ Concrete	
☐ Other:		☐ Timber	
		☐ Stone/Masonry	
		☐ Other:	
Culvert Type		Culvert Material	Creosote Evidence
☐ Box		☐ Metal	☐ Yes ☒ No
☒ Pipe/Round		☒ Concrete	☐ Unknown
☐ Other:		☐ Plastic	Notes:
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Closed vegetation	
☐ Flowing water		☐ Commercial	
☐ Standing water		☐ Residential-urban	
☐ Seasonal water		☒ Residential-rural	
		☐ Woodland/forested	
		☐ Grassland	
		☐ Ranching	
		☐ Riparian/wetland	
		☐ Mixed use	
		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 10:57AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.66	County Clayton
Structure Name (if exists) Ex CV9	Structure Coordinates (latitude and longitude) 42°41'36"N 90°59'45"W	Structure Height (approximate) 24" Diameter	Structure Length 25'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type	Other Structure	Culvert Material	Notes:
☐ Box	☐	☒ Metal	
☒ Pipe/Round	☐	☐ Concrete	
☐ Other:	☐	☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☐ Seasonal water		☐ Woodland/forested	
☐ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☐ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:08AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.35	County Clayton
Structure Name (if exists) Ex CV10	Structure Coordinates (latitude and longitude) 42°41'31"N 90°59'35"W	Structure Height (approximate) 24" Diameter	Structure Length 25'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type	Other Structure	Culvert Material	Notes:
☐ Box	☐	☒ Metal	
☒ Pipe/Round	☐	☐ Concrete	
☐ Other:	☐	☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☐ Seasonal water		☐ Woodland/forested	
☐ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:12AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.3	County Clayton
Structure Name (if exists) Ex CV11	Structure Coordinates (latitude and longitude) 42°41'27"N 90°59'22"W	Structure Height (approximate) 24" Diameter	Structure Length 25'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		End/Back Wall Material	
☐ Covered		☐ Concrete	
☐ Other:		☐ Timber	
		☐ Stone/Masonry	
		☐ Other:	
Culvert Type		Culvert Material	Creosote Evidence
☐ Box		☒ Metal	☐ Yes ☒ No
☒ Pipe/Round		☐ Concrete	☐ Unknown
☐ Other:		☐ Plastic	Notes:
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☒ Seasonal water		☐ Woodland/forested	
☐ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
Name: Gabriella Parker		Signature:	

W 330 N 0 NE 60 E 90
28°NE (M) 42°41'27"N, 90°59'22"W ±13ft ▲ 624ft



SE 120 S 18 SW 210 240
182°S (M) 42°41'27"N, 90°59'22"W ±13ft ▲ 628ft





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:13AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.23	County Clayton
Structure Name (if exists) Ex CV12	Structure Coordinates (latitude and longitude) 42°41'26"N 90°59'19"W	Structure Height (approximate) 36" Diameter	Structure Length 30'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place	☐ Pre-stressed Girder	☐ Metal	☐ None
☐ Flat Slab/Box	☐ Steel I-beam	☐ Concrete	☐ Concrete
☐ Truss	☐ Covered	☐ Timber	☐ Steel
☐ Parallel Box Beam	☐ Other:	☐ Open grid	☐ Timber
		☐ Other:	☐ Other:
Culvert Type		Culvert Material	Creosote Evidence
☐ Box	☐ Other Structure	☒ Metal	☐ Yes ☒ No
☒ Pipe/Round		☐ Concrete	☐ Unknown
☐ Other:		☐ Plastic	Notes:
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground	☐ Open vegetation	☐ Agricultural	☐ Grassland
☒ Rip-rap	☐ Closed vegetation	☐ Commercial	☐ Ranching
☐ Flowing water	☒ Railroad	☐ Residential-urban	☒ Riparian/wetland
☐ Standing water	☐ Road/trail - Type:	☒ Residential-rural	☐ Mixed use
☒ Seasonal water	☐ Other:	☐ Woodland/forested	☐ Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Species
		☐ Guano	☐ Odor
		☐ Staining	☐ Photos
			N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

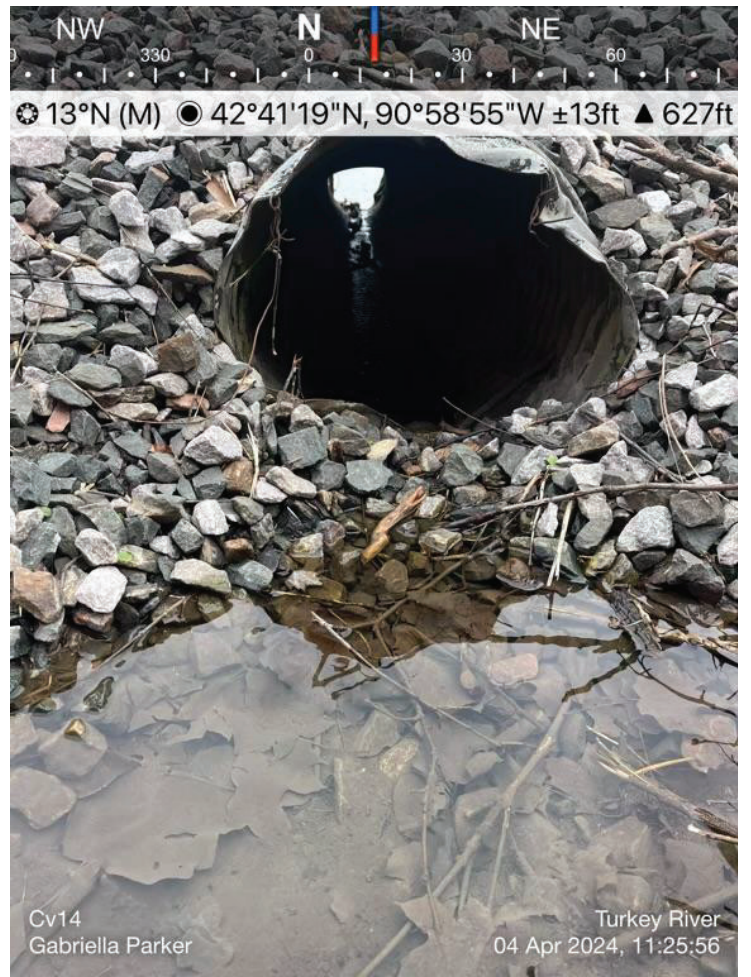
Date & Time of Assessment	04-04-2024 11:17AM	CPKC Project Name	Turkey River	Bridge Milepost	25.21	County	Clayton
Structure Name (if exists)	Ex CV13	Structure Coordinates (latitude and longitude)	42°41'24"N 90°59'11"W	Structure Height (approximate)	24" Diameter	Structure Length	25'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☒ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam						☐ Yes ☒ No	
☐ Covered						☐ Unknown	
☐ Other:						Notes:	
Culvert Type		Other Structure		Culvert Material			
☐ Box				☐ Metal			
☒ Pipe/Round				☒ Concrete			
☐ Other:				☐ Plastic			
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground				☐ Agricultural			
☒ Rip-rap				☐ Commercial			
☐ Flowing water				☐ Residential-urban			
☒ Standing water				☒ Residential-rural			
☐ Seasonal water				☐ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☐ Ranching			
☒ Railroad				☒ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
Name: Gabriella Parker				Signature:			





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:25AM	CPKC Project Name Turkey River	Bridge Milepost MP 68.88	County Clayton
Structure Name (if exists) Ex CV14	Structure Coordinates (latitude and longitude) 42°41'20"N 90°58'55"W	Structure Height (approximate) 24" Diameter	Structure Length 25'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type	Other Structure	Culvert Material	Notes:
☐ Box	☐	☒ Metal	
☒ Pipe/Round	☐	☐ Concrete	
☐ Other:	☐	☐ Plastic	
		☐ Stone/Masonry	
		☐ Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☐ Standing water		☒ Residential-rural	
☒ Seasonal water		☐ Woodland/forested	
☐ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	





CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 04-04-2024 11:01AM	CPKC Project Name Turkey River	Bridge Milepost MP 69.48	County Clayton
Structure Name (if exists) Ex CVA.1,2,3	Structure Coordinates (latitude and longitude) 42°41'32"N 90°59'35"W	Structure Height (approximate) 120" Diameter	Structure Length 70'
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
☐ Cast-in-place		☐ Metal	☐ None
☐ Flat Slab/Box		☐ Concrete	☐ Concrete
☐ Truss		☐ Timber	☐ Steel
☐ Parallel Box Beam		☐ Open grid	☐ Timber
☐ Pre-stressed Girder		☐ Other:	☐ Other:
☐ Steel I-beam		Creosote Evidence	
☐ Covered		☐ Yes ☒ No	
☐ Other:		☐ Unknown	
Culvert Type		Culvert Material	Notes:
☐ Box		☐ Metal	
☒ Pipe/Round		☐ Concrete	
☐ Other:		☐ Plastic	
		☐ Stone/Masonry	
		☒ Other: steel	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
☐ Bare ground		☐ Agricultural	
☒ Rip-rap		☐ Commercial	
☐ Flowing water		☐ Residential-urban	
☒ Standing water		☒ Residential-rural	
☒ Seasonal water		☐ Woodland/forested	
☐ Open vegetation		☐ Grassland	
☐ Closed vegetation		☐ Ranching	
☒ Railroad		☒ Riparian/wetland	
☐ Road/trail - Type:		☐ Mixed use	
☐ Other:		☐ Other:	
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	☐ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Vertical surfaces on concrete I-beams	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Spaces between walls, ceiling joists	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All guiderails	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
☐ All expansion joints	☒ Not present	☒ Visual - live # 0 dead # 0	☐ Audible ☐ Odor ☐ Photos Species N/A
Name: Gabriella Parker		Signature:	

