

April 14, 2026

Jay C. Johnson

T 202.344.4698
jcjohnson@venable.com

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 December 15, 2025 to March 14, 2026

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 twelfth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting December 15 and ending March 14, 2026.

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 12

This report includes compliance activities completed between December 15, 2025 and March 14, 2026 (Quarter 4, 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 and one Recommended Violation from the FRA related to operational safety of employees: I. <i>Notice of Violation – January 3, 2026 – La Crosse Yard (Wisconsin) Failure to apply sufficient number of hand brakes to hold equipment.</i> II. <i>Recommended Violation – January 5, 2026 – Shreveport Terminal (Louisiana) Failure to apply sufficient number of hand brakes to hold equipment.</i> III. <i>Notice of Violation – January 6, 2026 – Tupelo Yard (Mississippi) Failure to apply sufficient number of hand brakes to hold equipment.</i>
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 Twelfth quarterly compliance report, covering the period of December 15, 2025 to March 14, 2026.

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 work 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 related to the transportation of hazardous materials.
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 50 TRANSCAER and other training events during the reporting period, engaging with over 917 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. • Twin Cities-Milwaukee-Chicago corridor –Amtrak has 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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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. The City of Laredo, Texas was awarded a grant for a grade separation and multiple crossing closure by Texas DOT. CPKC supported the grant and contributed US\$1mil as part of the local match. CPKC is also working with Missouri DOT and has secured an additional US\$500,000 to support a future grade separation for the City of Liberty, MO.
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 385 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 266 reports of blocked crossings. Because the FRA database is independent of reports to CPKC's PSCC, these 266 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 124 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 370 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 other state agencies responsible for crossing safety.
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, all construction-related noise disturbances were conducted between the hours of 2100 and 0700 local time.
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. To minimize noise and vibration, the Applicants shall maintain rail and rail beds according to American Railway Engineering and Maintenance-of-Way Association standards.	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the maintenance of rail and rail beds.
24	Noise and Vibration	MM-Noise-02. The Applicants shall comply with FRA regulations establishing decibel limits for train operations.	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.
25	Noise and Vibration	MM-Noise-03. The Applicants shall consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors.	Complete.
26	Noise and Vibration	MM-Noise-04. The Applicants shall employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures may include: a) Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats; b) Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; c) Regularly maintaining locomotives and keeping mufflers in good working order; and d) Removing or consolidating switches that the Applicants determine are no longer needed.	a) During the reporting period, CPKC complied with all applicable FRA regulations except that CPKC received one Recommended Violation from the FRA related to the maintenance of rail car wheels: i. Recommended Violation – March 10, 2026 – US South Region Wheel Flange is 1 ½” or more from the tread to the top of flange. b) CPKC completed 156 pass miles of rail grinding across the US portion of the network during the reporting period. c) As part of CPKC’s routine locomotive maintenance program, mufflers and other components of the exhaust system are inspected at regular intervals and repaired as required. During the reporting period, CPKC was in compliance with all applicable FRA regulations and did not receive any Notice of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers. d) CPKC removed 2 switches during the reporting period.
27	Noise and Vibration	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.”	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	VM-Air-01. 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	Complete.

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		<i>(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>	
29	Air Quality and Climate Change	VM-Air-02. <i>The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.</i>	Complete.
30	Air Quality and Climate Change	VM-Air-03. <i>As part of the ongoing reconfiguration of Bensenville Yard (a non-merger related project being undertaken as part of the development of the Illinois Tollway's Elgin O'Hare Western Access Project), the Applicants commit to undertake studies to identify ways to reduce the GHG emissions (and by extension, also reduce other air emissions) at Bensenville Yard.</i>	Complete.
31	Air Quality and Climate Change	VM-Air-04. <i>The Applicants will comply with U.S. Environmental Protection Agency (EPA) emissions standards for diesel-electric railroad locomotives when purchasing and rebuilding locomotives.</i>	CPKC took delivery of 28 new Tier 4 locomotives during the reporting period.
32	Air Quality and Climate Change	VM-Air-05. <i>The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.</i>	Complete.
33	Air Quality and Climate Change	VM-Air-06. <i>To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.</i>	To prevent fugitive dust emissions, the construction contractors have monitored dusting conditions and applied dust control measures, such as site watering, as required.
34	Air Quality and Climate Change	VM-Air-07. <i>The Applicants will work with the contractors selected to construct the Capital Improvement Projects to make sure that construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.</i>	CPKC continues to work with all construction contractors selected for the Capital Improvement Projects to ensure that all of their equipment is properly maintained, and that mufflers and other required pollution control devices are in proper working order.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 start of any construction activities related to the 25 planned capital improvements and shall abide by the provisions of the plan, including any revisions by OEA and appropriate THPOs, during construction activities.</i>	Complete.
37	Cultural Resources	<i>MM-Cultural-02. The Applicants shall abide by their commitments to design and engineer the 25 planned capital improvements to remain within existing rail ROW, to maintain the existing rail footprint in locations immediately adjacent to archaeological sites that OEA has identified as eligible for listing on the National Register, and to not perform any construction activities related to the 25 planned capital</i>	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvements so as to maintain the existing rail footprint in locations immediately adjacent to archaeological and historical sites which the OEA has identified as eligible for listing on the National Register.

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		<i>improvements within the boundaries of National Register-eligible archeological sites identified by OEA.</i>	
38	Hazardous Material Release Sites	<i>VM-Haz. Material Sites-01.</i> <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	<i>VM-Haz. Material Sites-02.</i> <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	<i>VM-Haz. Material Sites-03.</i> <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	<i>VM-Haz. Material Sites-04.</i> <i>During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.</i>	All petroleum products on site are properly stored and inspected daily by each site's respective environmental monitor.
42	Hazardous Material Release Sites	<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.

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43	Hazardous Material Release Sites	MM-Haz Material Sites-01. <i>The Applicants shall notify EPA prior to undertaking any capital improvements related to the acquisition within the EPA Orongo-Duenweg Mining Belt Superfund site.</i>	CPKC will notify the EPA prior to beginning construction on the Asbury Siding Extension.
44	Hazardous Material Release Sites	MM-Haz Material Sites-02. <i>The Applicants shall notify the Iowa Department of Natural Resources prior to undertaking any capital improvements related to the acquisition that could affect the Archer Daniels Midland Corn Processing Facility Industrial Waste Landfill near the Camanche, Iowa site.</i>	Complete.
N/A	Hazardous Material Release Sites	MM-Haz Material Sites-03. <i>Appendix C of the Board's Decision approving, with conditions, CP acquisition of KCS did not contain a Mitigation Measure with this label.</i>	N/A
45	Hazardous Material Release Sites	MM-Haz Material Sites-04. <i>The Applicants shall use established standards for recycling or reuse of construction materials, such as ballast and rail ties, during the construction of capital improvements related to the acquisition. When recycling construction materials is not a viable operation, the Applicants shall use disposal methods that comply with applicable solid and hazardous waste regulations.</i>	No used ballast or rail ties were generated at the Capital Improvement Projects during the reporting quarter and thus none were reused.
46	Hazardous Material Release Sites	MM-Haz Material Sites-05. <i>For capital improvements related to the acquisition, the Applicants shall follow American Society of Testing and Materials E1527-05, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process in areas where potential contamination could be encountered. If the Applicants encounter contamination (or signs of potential contamination) during these activities, Applicants shall perform a Phase 2 environmental investigation. Should findings of a Phase 2 environmental investigation identify contamination in soil and/or groundwater, the Applicants shall coordinate with relevant state agencies on regulatory obligations and comply with those agencies' reasonable requirements for avoiding impacts related to soil and/or groundwater contamination.</i>	Complete.
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</i>	CPKC completed the clearing of vegetation for the 2026 Capital Improvement Projects by 3/31 to ensure compliance with the Migratory Bird Treaty Act.

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		<i>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>	
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 2026 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 appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.</i>	Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats. No signs of roosting or use by bats was observed.
52	Biological Resources	VM-Biological-06. <i>Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA</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.

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		<i>and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.</i>	
53	Biological Resources	<i>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.	All temporary lighting used during the quarter was downfacing with full cutoff lenses and aimed away from suitable bat habitat.
54	Biological Resources	<i>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).	None of the Capital Improvement Projects have been designed with permanent lighting.
55	Biological Resources	<i>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.	Sensitive habitats, such as wetlands, were flagged on site. The environmental monitors at each of the Capital Improvement Projects worked with the respective contractors to ensure that staging areas were not in sensitive habitat areas.
56	Biological Resources	<i>VM-Biological-10.</i> The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.	Contractors are limiting ground disturbances to only the areas necessary for the construction of the Capital Improvement Projects.
57	Biological Resources	<i>VM-Biological-11.</i> The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free. Noxious weed control was not required during the reporting period at the Capital Improvement Projects under construction.
58	Biological Resources	<i>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.	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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
59	Biological Resources	<i>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.</i>	As reported in Quarterly Compliance Report 10, 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	<i>MM-Biological-01. 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	<i>MM-Biological-02. 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 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	<i>MM-Biological-03. 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	<i>MM-Biological-04. The Applicants shall implement Special Protective Measures and karst Best Management Practices if the construction of the planned capital improvements occurs in areas with karst features in Benton County, Arkansas and McDonald County, Missouri, to avoid potentially affecting the endangered Benton County Cave Crayfish, Hell Creek Cave Crayfish, and Ozark Cavefish.</i>	Complete.
64	Water Resources	<i>VM-Water-01. 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	<i>VM-Water-02. 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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
66	Water Resources	<i>VM-Water-03. 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	<i>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.</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	<i>VM-Water-05. 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	<i>VM-Water-06. For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Docket No. FD 36500 et al. 209 Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.</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	<i>VM-Water-07. The Applicants will minimize impacts to wetlands where practicable in the final design of the individual Capital Improvement Projects. Applicants agree to compensate for the loss of any wetlands through any one, or a combination of: purchasing credits from an authorized wetland mitigation bank, restoring a previously existing wetland or other aquatic site, enhancing an existing aquatic site's function, preserving an existing aquatic site, and/or creating a new aquatic site.</i>	CPKC continues to minimize impacts to wetlands where practicable and to offset the loss of wetland habitat through the purchase of wetland credits or other means.
71	Water Resources	<i>VM-Water-08. 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	<i>VM-Water-09. The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.</i>	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
73	Water Resources	<i>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.</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	<i>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.</i>	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
75	Water Resources	<i>VM-Water-12. During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.</i>	The environmental monitors at each of the respective Capital Improvement Project construction sites are ensuring that the contractors are only crossing watercourses at established crossing points.
76	Water Resources	<i>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.</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	<i>MM-Water-01. During the final engineering and design of the 25 capital improvements, the Applicants shall design culverts and bridges so as to maintain existing surface water drainage patterns to the extent practicable and not cause or exacerbate flooding.</i>	CPKC continues to design all culverts and bridges so as to maintain surface water drainage patterns and not cause or exacerbate flooding.
78	Water Resources	<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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 42 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 that it will own no track there—to work cooperatively with communities to address the impacts of rail operations in the region.</i>	CPKC continues to engage with Houston communities and has a Houston-based representative. That representative is now Larry Lloyd, Assistant Vice President of US Government Affairs. His email is: larry.lloyd@cpkcr.com and mobile is: (224) 373-1746.
85	Community Agreements and Coordination	<i>VM-Community-02. The Applicants will provide community leaders in Houston with ways to report issues. CP has a “Community Connect” webpage that provides contact information, answers frequently asked questions, and offers other resources that will remain active for the new CPKC system. CP also has a Public Safety Communication Centre that operates 24 hours a day, 365 days a year with trained communication officers who can be reached toll-free at 1-800-716-9132. Calls into that Centre, which includes the Community Connect line and CP’s emergency lines, are tracked using sophisticated Computer Aided Dispatch (CAD) software. The communication officers in this Centre are trained to handle a range of issues, from a blocked crossing to a trespasser, and they regularly coordinate the involvement of other railroads as required for any specific incident.</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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 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>	LinqThingz has begun a series of meetings with the Chicagoland communities to advance the Advanced Warning Signs measure. Communities are evaluating with LinqThingz, CPKC and appropriate road authorities which crossings would make the best strategic locations for the mitigation.
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 remains engaged and focused on ensuring an open dialogue.
88	Community Agreements and Coordination	MM-Community-02. <i>If Applicants reach additional agreements with communities or other entities following publication of this Final EIS, the Applicants shall notify the Board, and the Board will impose a condition that requires the Applicants to comply with the terms of the agreement.</i>	CPKC did not reach any additional agreements with communities in this quarter.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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>	CPKC continues to engage with Houston communities and has a Houston-based representative. That representative is now Larry Lloyd, Assistant Vice President of US Government Affairs. His email is: larry.lloyd@cpkcr.com and mobile is: (224) 373-1746.
90	Community Agreements and Coordination	MM-Community-04. <i>To facilitate compliance with VM-Community-03, the Applicants shall establish a Community Liaison to consult with leaders of Chicago area communities referenced in that mitigation measure (the Village of Itasca, the Village of Bensenville, the City of Wood Dale, the Village of Roselle, the Village of Schaumburg, the Village of Hanover Park, the Village of Bartlett, the City of Elgin, and DuPage County). The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the approval of the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	Larry Lloyd continues to serve as CPKC’s Community Liaison for the Chicago Area.

CPKC Capital Improvement Project Updates

Turkey River, IA – New Siding

As CPKC reported in Quarterly Compliance Report 10, the Turkey River siding is complete.

Bellevue, IA – New Siding

As CPKC reported in Quarterly Compliance Report 6, the new Bellevue Siding is complete. CPKC and the USACE have not been able to reach an agreement respecting a new road crossing and the residence on the northern side of the tracks will continue to be reached using the existing crossing.

Monroe, IL – New Siding

As CPKC reported in Quarterly Compliance Report 7, the 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-compliance with the construction-related mitigation measures were observed during the reporting period.

No new embankment construction or ground disturbance occurred 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

As CPKC reported in Quarterly Compliance Report 11, CPKC completed construction of the southern segment of the Blue Valley double track project. CPKC is completing a property purchase to the east of the northern double track segment to facilitate access and construction of the remaining segment.

No new embankment construction or ground disturbance occurred during the reporting period.

Grandview, MO – New Facility Working Tracks

As CPKC reported in Quarterly Compliance Report 10, CPKC completed work on switch reconfiguration and signal system upgrades.

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 started tree clearing on the proposed new Baron Siding.

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

No new embankment construction or ground disturbance occurred during the reporting period.

Cave Springs, AR – Siding Extension

In this reporting period, CPKC started construction on the proposed Cave Springs Siding Extension.

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

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

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.



BLUE VALLEY SOUTH SIDING EXTENSION

CPKC Final Environmental Monitoring Report



Blue Valley South Siding Expansion

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the Blue Valley South Siding Expansion project (commonly referred to as “Blue Valley/BVS”) located near the city of Kansas City, Missouri, (Pittsburg Subdivision from MP 6.8 to MP 11.5). This project is part of the Canadian Pacific-Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The extended siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board’s Final Decision), and this is the final report showing Blue Valley South’s compliance with those measures.

Construction on Blue Valley South started on November 7, 2024 and the extension was placed in service on November 22, 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 orange ribbon on wood lath and wetlands were marked with pink ribbon to indicate work limits. All workers on site were made aware that they were to keep work within the ROW. Work on the project was successfully kept within the ROW with minimal disturbance to wetland areas. The photos below show these color-coded boundaries.



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

The Environmental Monitor (EM) held weekly briefings with crew members regarding equipment noise throughout the duration of the Blue Valley South capital improvement project. From July 22nd to September 10th, to increase worker safety, due to excessive heat, work at Blue Valley Siding started at 0600. From November 10th to 21st, to minimize impacts to railroad operations, work at Blue Valley double track started at 0500. The work area was bordered by industrial and commercial operations and there was no disturbance to residential areas. All other work was performed between the hours of 0700 and 2100 throughout construction. Noise was kept within acceptable limits of the project permits at all times.



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

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

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



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

The primary method of dust control suppression was an available water truck. Dust suppression was needed throughout the capital improvement project.



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

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

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



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

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

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

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



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

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

The photos below show these containment measures.



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

In accordance with the Materials Management Plan, all waste products requiring disposal throughout the Blue Valley South capital improvement project were placed in the permitted dumpsters and removed by service company. Dumpsters were needed on the project, and the contractor had multiple dumpsters available for disposal of trash collected on the project.



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

Tree clearing at Blue Valley South was completed before April 1, 2024. No eagles nests or other active bird nests were identified on the project site during tree clearing or construction, and no more trees were cleared than necessary for construction.

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

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

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

After tree clearing was complete, areas where trees had been cleared were marked with flagged survey limits so contractors could easily identify any area within ROW and near bridges where bat species could potentially be present. No bat habitat or nesting was identified throughout the Blue Valley South capital improvement project. The photos below show some of the areas that were inspected for bats.



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

No bat habitat or nesting was identified throughout the Blue Valley South capital improvement project and bat inspections were performed within the same calendar year during which construction occurred.

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

Daily monitoring of bat species was completed by the EM, followed with a complete inspection by Kyle Kosovich, Environmental Specialist for CPKC. No bat species was present before or during the installation process.



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

All culvert installation activities were completed within daylight hours. No temporary lighting was used during the Blue Valley South 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 pink ribbons to indicate sensitive habitats within the ROW. Orange ribbon on wooden lath was used to identify project ROW boundaries. Construction staging

occurred within the ROW but outside of areas identified as sensitive habitats. No barricades or fencing was used.

Photos below show orange ribbon 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 Blue Valley South capital improvement project was limited to what was necessary for construction to complete the Blue Valley South siding extension between MP 6.8 - MP 11.5. Ground disturbance began on 11/7/2024 and was completed by 8/11/2025.

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 Blue Valley South capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the EM prior to use. The seed tags on the seeds provided by the seeding contractor specified No Noxious Weeds found and the DOT Seeding type Requirements of the Missouri 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 Blue Valley South capital improvement project were verified according to seed tags and the DOT Seeding Type Requirements of the Missouri Standard Specifications for Highway Construction. See photos below for some of the reseeding efforts that occurred on site.



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 Blue Valley South capital improvement project, the contractor followed all requirements to minimize the 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 Blue Valley South capital improvement project. These measures included the installation

of Erosion Control Devices (ECDs) prior to and during construction, which eliminated any sediment or pollutant discharges throughout the project. See photos below for examples of where this was used on the project.

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

Weekly and post rain event SWPPP inspections were completed throughout the construction phase of the project and continued through 70% post-construction.



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

A site-specific WQMP was developed prior to construction of the Blue Valley South 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 Blue Valley South 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 Blue Valley South 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 Blue Valley South capital improvement project, followed by daily inspection reports. Any leaks were identified by EM were immediately brought to the contractor's attention and equipment was placed out of service as needed.

VM-Water-12. During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.

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 construction vehicles driving in or crossing streams at other than established crossings were observed during the reporting period.

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 Blue Valley South 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.

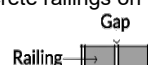
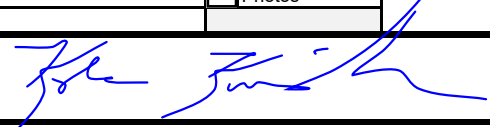


BLUE VALLEY SOUTH SIDING EXTENSION
CPKC Final Environmental Monitoring Report

BLUE VALLEY SOUTH 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 31-MAR-25 16:03		CPKC Project Name Blue Valley Siding		Bridge Milepost PITT-10.75		County Jackson	
Structure Name (if exists) Arched Culvert		Structure Coordinates (latitude and longitude) 39.047011 -94.501839		Structure Height (approximate) 15'		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 ☐ Concrete ☐ Timber ☐ Open grid ☐ Other: Ballast		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box  ☐ Steel I-beam 						End/Back Wall Material	
☐ Truss  ☐ Covered 						Creosote Evidence	
☐ Parallel Box Beam  ☐ Other: Timber Ballast Deck on Timber Bents				Culvert Material		☐ Yes ☐ No ☐ Unknown	
Culvert Type		Other Structure		☐ Metal ☒ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		Notes:	
☐ Box ☐ Pipe/Round ☐ Other:		☐ Arched Culvert					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☒ Flowing water ☐ Standing water ☐ Seasonal water				☐ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: ☐ Other:			
				☐ Agricultural ☒ Commercial ☒ Residential-urban ☐ Residential-rural ☐ Woodland/forested			
				☐ Grassland ☐ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☒ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Kyle Kosovich				Signature: 			



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

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☐ Flat Slab/Box ☐ Steel I-beam				☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		End/Back Wall Material ☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss ☐ Covered							
☐ Parallel Box Beam ☐ Other: Timber Ballast Deck on Timber Bents				Culvert Material		Creosote Evidence	
Culvert Type		Other Structure		☐ Metal ☒ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☐ Yes ☒ No Notes:	
☐ Box ☐ Pipe/Round ☐ Other:		☐ Arched Culvert					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☒ Flowing water ☐ Standing water ☐ Seasonal water				☐ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: _____ ☐ Other:			
☐ Agricultural ☒ Commercial ☒ Residential-urban ☐ Residential-rural ☐ Woodland/forested				☐ Grassland ☐ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
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Name: Kyle Kosovich				Signature:			



TECHNICAL MEMORANDUM

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

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

From: Josh Fletcher, Principal Investigator, HDR
Monica Zsigmond, Archaeologist, Actalent
Tim Forbes, Archaeologist, Actalent

August 25, 2025

HDR Rail Cultural Resources Monitoring Final Summary Report, Blue Valley, Missouri

PROJECT DESCRIPTION

HDR, Inc. (HDR) was contracted by Canadian Pacific and Kansas City Southern (CPKC) to monitor for cultural resources during the construction of capital improvements along the CPKC rail right-of-way. This summary report for the Blue Valley new siding project area documents the completed cultural resource monitoring activities undertaken by HDR from October 30, 2024, to August 11, 2025.

The Blue Valley siding extension to double track is located between BR 6.8 Blue River Bridge and BR 11.5. The project limits are approximately 4.7 miles apart. There are two separate sections of work, referred to here as the “north extension” and “south extension.” The northern end of the north extension connects an existing setout track (MP 7.6) to the existing north end of Blue Valley Siding (MP 8.1). The south extension starts at the southern end of the existing Blue Valley Siding (MP 9.8) and runs south to MP 11.5. The double track has a 22,000-foot clear length with No. 15 power operated turnouts on either end. A universal crossover was placed near the midpoint of the double track limits. There is existing access to both ends of the project area.

The proposed south extension work started on the west side and then transitioned to the east side through a horizontal curve at MP 9.9. The track also goes under an existing out of service railroad bridge. The track and realigned mainline track have horizontal constraints under the railroad bridge that were addressed during final design.

The proposed south extension crosses Stadium Drive on a new bridge parallel to the existing BR 10.0 mainline and industry track bridge. Immediately south of the new Stadium Drive bridge, a new retaining wall keeps the proposed track embankment on KCS ROW. The south extension

crosses 39th Street on a new bridge parallel to the existing BR 10.3 mainline bridge. The existing BR 10.9 mainline timber trestle bridge was removed, and a new double track bridge was constructed for the mainline and south extension tracks.

Existing culverts and drainage structures were of sufficient size and were extended in-kind. Crossing surfaces were installed on the proposed second mainline at existing crossings. There is a public road crossing at 17th Street (MP 7.66) and a private road crossing at MP 7.97 located within the limits of the north extension. Crossing surfaces were installed at both of these crossings and the existing west approach warning devices were relocated to accommodate the proposed siding track.

The embankment on the south extension is approximately 15 feet high with retaining walls at the roadway underpass bridges. The embankment ranges from 10 to 20 feet tall from MP 10.3 to MP 11.5. The existing setout track from MP 6.8 to 7.6 was reconstructed on existing grade.

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

MONITORING METHODS

HDR monitoring methods consisted of visual inspection of all ground-disturbing activities, including but not limited to:

- Yard setup, fence installation, brush and tree clearing
- Surveying for elevation, soil delivery, grading, and compaction
- Debris chipping, tree grubbing and root removal
- ROW clearing and track removal
- Crane pad and access road grading
- Potholing and cleanup of organics/trash
- Embankment placement and slope excavation
- Riprap hauling and installation
- Fiber optic and base work
- Earthwork and sump/pump installation
- Dewatering operations
- Ramp construction and pump removal
- Retaining wall demolition and bridge construction
- Driving pilings and sheets, pouring footers
- Installation of precasts, pipes, and weld bracing
- Topsoiling, stump grinding, and wetland access
- Silt fence installation/removal, Stormwater Pollution Prevention Plan (SWPPP) work
- Installation of timber lagging, rigid inclusions, and tiebacks
- Excavation for wall sections and drilled piers
- Installation of walers, timber lagging, and embankments
- Grade repairs and sub ballast placement

The archaeologists on-site observed and inspected all soil removal and disturbance and monitored for the presence of cultural resources. Cultural resources could include bone, thermal or stone features, Pre-Contact (Native American) lithic and ceramic artifacts, isolated artifacts,

artifact concentrations, and historic artifacts. The archaeologists also inspected the surrounding area and topsoil stockpiles for cultural resources. The archaeologists worked closely with construction management and field personnel about expectations for monitoring and the process if cultural resources are uncovered, and field personnel were cooperative in the effort. The archaeologists remained onsite daily until all new ground disturbance was complete.

MONITORING SUMMARY

The specific construction activities monitored and results at the Blue Valley new siding project area between the dates of October 30, 2024, and August 11, 2025, are presented in Table 1.

Table 1. Project Area Construction Activities and Results

Summary of Construction Activities	Results
Yard setup, fence installation, brush and tree clearing, surveying for elevation, soil delivery, grading, and compaction, debris chipping, tree grubbing and root removal, ROW clearing and track removal, crane pad and access road grading, potholing and cleanup of organics/trash, embankment placement and slope excavation, riprap hauling and installation, fiber optic and base work, earthwork and sump/pump installation, dewatering operations, ramp construction and pump removal, retaining wall demolition and bridge construction, driving pilings and sheets, pouring footers, installation of precasts, pipes, and weld bracing, topsoiling, stump grinding, and wetland access, silt fence installation/removal, SWPPP work, installation of timber lagging, rigid inclusions, and tiebacks, excavation for wall sections and drilled piers, installation of walers, timber lagging, and embankments, grade repairs and sub ballast placement.	No intact features or cultural materials were identified during the cultural resource monitoring, and no known significant cultural resources were impacted by construction.

RESULTS

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

CONCLUSIONS

From October 30, 2024, to August 11, 2025, HDR archaeologists Monica Zsigmond and Tim Dolan, under direction of SOI-qualified Senior Archaeologist Josh Fletcher, monitored all new ground disturbance in the designated project area between Blue Valley MPs 6.8-11.5 (Tables 2-12). During this period, no significant intact archaeological deposits were identified during the

cultural resource monitoring, and no known significant cultural resources were impacted by construction.

Table 2. Monitoring Locations and Results – October 2024

Date	Monitoring Location	Construction Activities Monitored	Results
October 30, 2024	MP 6.8-11.5	Yard setup, fence installation, brush clearing, equipment hauling, surveying.	No findings.
October 31, 2024	MP 6.8-11.5	Soil delivery & inspection, soil grading & compaction, brush clearing, surveying for elevation.	No findings.

Table 3. Monitoring Locations and Results – November 2024

Date	Monitoring Location	Construction Activities Monitored	Results
November 1, 2024	MP 6.8-11.5	Brush clearing, surveying for elevation, soil compaction testing, grading areas for future staging, office setup and preliminary location scouting.	No findings.
November 2-3, 2024	MP 6.8-11.5	No construction activities. Weekend.	None.
November 4, 2024	MP 6.8-11.5	Surveying for elevation, brush & tree clearing, materials delivery.	No findings.
November 5, 2024	MP 6.8-11.5	Tree cutting and clearing, chipping debris, tree grubbing and removal, brush clearing and removal, grading newly grubbed areas to receive gravel.	No findings.
November 6, 2024	MP 6.8-11.5	Grubbing, tree clearing, tree root removal, grading cleared areas, chipping tree and brush debris.	No findings.
November 7, 2024	MP 6.8-11.5	Tree and brush clearing, chipping, grading areas that were previously cleared, grading level soil surfaces.	No findings.
November 8, 2024	MP 6.8-11.5	Tree and brush clearing, grading areas that have been freshly cleared, chipping, excavating around RR slope & removal of debris, installing silt fence.	No findings.
November 9, 2024	MP 6.8-11.5	Tree clearing, grubbing, grading areas level, removing tree stumps, chipping.	No findings.
November 10, 2024	MP 6.8-11.5	No construction activities. Weekend.	None.
November 11, 2024	MP 6.8-11.5	Silt fence installation, tree & brush clearing, grading, rock-tie and debris removal, chipping brush & tree debris.	No findings.
November 12, 2024	MP 6.8-11.5	Tree clearing and stump removal, silt fence installation, tree & brush chipping, grading areas level near creek edge.	No findings.

November 13-18, 2024	MP 6.8-11.5	No ground disturbance activities.	None.
November 19, 2024	MP 6.8-11.5	No ground disturbance activities.	None.
November 20, 2024	MP 6.8-11.5	ROW clearing, track removal, potholes.	No findings.
November 21, 2024	MP 6.8-11.5	ROW clearing & cleanup.	No findings.
November 22, 2024	MP 6.8-11.5	ROW clearing, culvert excavation.	No findings.
November 23, 2024	MP 6.8-11.5	ROW clearing, grubbing, stripping & cleanup of ties. Track hoe, skidster, loader in use.	No findings.
November 24, 2024	MP 6.8-11.5	No construction activities. Weekend.	None.
November 25, 2024	MP 6.8-11.5	East side ROW clearing, grubbing. Track hoe, skidster, in use. Minimal disturbance of existing RR ballast and slope talus.	No findings.
November 26, 2024	MP 6.8-11.5	East side ROW clearing, grubbing. Track hoe, skidster, in use. Minimal disturbance of existing RR ballast and slope talus.	No findings.
November 27-30, 2024	MP 6.8-11.5	Thanksgiving break. No construction activities.	None.

Table 4. Monitoring Locations and Results – December 2024

Date	Monitoring Location	Construction Activities Monitored	Results
December 1, 2024	MP 6.8-11.5	No construction activities. Sunday.	None.
December 2, 2024	MP 6.8-11.5	East side ROW clearing, grubbing. Track hoe, skidster, in use. Minimal disturbance of existing RR ballast and slope talus.	No findings.
December 3, 2024	MP 6.8-11.5	West side ROW clearing, grubbing. Track hoe, skidster, in use. Minimal disturbance of existing RR ballast and slope talus.	No findings.
December 4, 2024	MP 6.8-11.5	Surveyed West side ROW clearing, grubbing from yesterday.	585+00 area: Small lithic scatter with a couple of bi-faces and perhaps a little flint knapping location. The material is scattered about 250+ ft down the ROW just north of Coal Mine Road. It was uncovered yesterday after backhoe excavation and rolling in preparation for a crane pad on the north side of the road. Archaeologist took geo-located photos of all the artifacts encountered. The artifacts consist of tested cobbles, cores, shatter, primary and secondary flakes, a few tertiary flakes, and 2-3 bifacially worked pieces. Material types are primarily fractured chert, and a couple pieces of quartzite that may be

			dozer-facts. Area containing the artifacts was documented. The area had been disturbed and artifacts were likely displaced. No additional work recommended.
December 5, 2024	MP 6.8-11.5	Surveyed new West side ROW clearing north of lithic site prior to backfilling.	Dozer and hoe leveled another couple hundred feet of right away north of the lithic scatter from yesterday. No findings.
December 6, 2024	MP 6.8-11.5	West side ROW backfilling for crane pad.	No findings.
December 7, 2024	MP 6.8-11.5	Backfilling for crane pad on West side ROW, North of Coalmine Rd.	No findings.
December 8, 2024	MP 6.8-11.5	No construction activities. Sunday.	None.
December 9, 2024	MP 6.8-11.5	Backfilling for crane pad on West side ROW, North of Coalmine Rd.	No findings.
December 10, 2024	MP 6.8-11.5	Backfilling for crane pad on West side ROW, North of Coalmine Rd.	No findings.
December 11, 2024	MP 6.8-11.5	Backfilling and grading for crane pad on West side ROW, North of Coalmine Rd. Grading access road East side ROW South of Coalmine Rd.	No findings.
December 12, 2024	MP 6.8-11.5	Backfilling and grading for crane pad on West side ROW, North of Coalmine Rd. Grading and potholing on access road East side ROW South of Coalmine Rd.	No findings.
December 13, 2024	MP 6.8-11.5	Backfilling and grading for crane pad on West side ROW, North of Coalmine Rd. Grading and potholes on access road East side ROW South of Coalmine Rd.	No findings.
December 14, 2024	MP 6.8-11.5	Short crew doing cleanup of organics and trash on East ROW access road.	No findings.
December 15, 2024	MP 6.8-11.5	No construction activities. Sunday.	None.
December 16, 2024	MP 6.8-11.5	12" minus rip-rap being hauled in to 581+75 to 590+00 Barcus prepping new hammer and equipment for pounding sheets and posts.	No findings.
December 17, 2024	MP 6.8-11.5	Gravel placed on East access road at 581+00 - 582+00 Barcus prepping new hammer and equipment for pounding sheets and posts.	No findings.
December 18, 2024	MP 6.8-11.5	Grading and hauling South of Coalmine on East side. Barcus with new hammer setting sheets.	No findings.
December 19, 2024	MP 6.8-11.5	Grading and hauling South of Coalmine on East side. Barcus continuing setting sheets.	No findings.
December 20, 2024	MP 6.8-11.5	Grading and hauling South of Coalmine on East side. Barcus continuing setting sheets.	No findings.
December 21-29, 2024	MP 6.8-11.5	No construction activities. Holiday break.	None.

December 30, 2024	MP 6.8-11.5	Archaeologist off-site on days off travel. No earthwork conducted in previously undisturbed materials.	No findings.
December 31, 2024	MP 6.8-11.5	No earthwork conducted in previously undisturbed materials.	No findings.

Table 5. Monitoring Locations and Results – January 2025

Date	Monitoring Location	Construction Activities Monitored	Results
January 1, 2025	MP 6.8-11.5	No construction activities. New Year's Day.	None.
January 2, 2025	MP 6.8-11.5	No earthwork conducted in previously undisturbed materials.	No findings.
January 3, 2025	MP 6.8-11.5	No earthwork conducted in previously undisturbed materials.	No findings.
January 4, 2025	MP 6.8-11.5	Continue placing embankment between 575+00 - 566+00 (West & East side) No earthwork conducted in previously undisturbed materials.	No findings.
January 5, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
January 6-8, 2025	MP 6.8-11.5	No construction activities. Bad weather.	None.
January 9, 2025	MP 6.8-11.5	Placing riprap between 585+00 - 590+00 (West side) No earthwork conducted in previously undisturbed materials.	No findings.
January 10, 2025	MP 6.8-11.5	No construction activities. Bad weather.	None.
January 11, 2025	MP 6.8-11.5	No construction activities. Bad weather.	None.
January 12, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
January 13, 2025	MP 6.8-11.5	Excavating & installing drain in riprap. No earthwork conducted in previously undisturbed materials.	No findings.
January 14, 2025	MP 6.8-11.5	Excavating & clearing slope - East side No earthwork conducted in previously undisturbed materials.	No findings.
January 15, 2025	MP 6.8-11.5	Excavating & clearing ROW - West side No earthwork conducted in previously undisturbed materials.	No findings.
January 16, 2025	MP 6.8-11.5	Rock and base hauled in on West ROW South of Coalmine Rd. Fiber optic work. No earthwork conducted in previously undisturbed materials.	No findings.
January 17, 2025	MP 6.8-11.5	Base hauled in on West ROW South of Coalmine Rd. No earthwork conducted in previously undisturbed materials.	No findings.

January 18, 2025	MP 6.8-11.5	No monitoring.	None.
January 19, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
January 20, 2025	MP 6.8-11.5	No construction activities. Bad weather.	None.
January 21, 2025	MP 6.8-11.5	No Base and or rock hauling. No earthwork conducted in previously undisturbed materials.	No findings.
January 22, 2025	MP 6.8-11.5	Riprap placement on the regraded east slope East ROW No earthwork conducted in previously undisturbed materials.	No findings.
January 23, 2025	MP 6.8-11.5	No base and or rock hauling. Excavated unsuitable materials at first crane pad down to top of native surface.	No findings.
January 24, 2025	MP 6.8-11.5	Base hauling. Pile driving. No earthwork conducted in previously undisturbed materials.	No findings.
January 25, 2025	MP 6.8-11.5	Base hauling, grading, and compacting No earthwork conducted in previously undisturbed materials.	No findings.
January 26, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
January 27, 2025	MP 6.8-11.5	Riprap hauling, grading. Verizon boring fiber lines. No earthwork conducted in previously undisturbed materials.	No findings.
January 28, 2025	MP 6.8-11.5	No excavation earthwork conducted.	No findings.
January 29, 2025	MP 6.8-11.5	Grading and excavation for access ramp construction at culvert for dewatering efforts at Grove Creek.	No findings.
January 30, 2025	MP 6.8-11.5	Grading and excavation at culvert for dewatering efforts at Grove Creek.	No findings.
January 31, 2025	MP 6.8-11.5	Pump removal at culvert at Grove Creek. Drainage trench installed in riprap at 685+00 area, West side. No earthwork conducted in previously undisturbed soils anywhere.	No findings.

Table 6. Monitoring Locations and Results – February 2025

Date	Monitoring Location	Construction Activities Monitored	Results
February 1, 2025	MP 6.8-11.5	Weather day, no construction activities due to ground conditions.	None.
February 2, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
February 3, 2025	MP 6.8-11.5	Grading at culvert entrance at Grove creek, 567+00 area.	No findings.

February 4, 2025	MP 6.8-11.5	Hauling & grading fill dirt.	No findings.
February 5, 2025	MP 6.8-11.5	Weather day, freezing rain no construction activities due to ground conditions.	None.
February 6, 2025	MP 6.8-11.5	Hauling & grading fill dirt and riprap at Coalmine Road. Grading and earthwork at Grove creek culvert.	No findings.
February 7, 2025	MP 6.8-11.5	Hauling & grading fill dirt and riprap at Coalmine Road North and South sides. No grading or earthwork at Grove Creek culvert area.	No findings.
February 8, 2025	MP 6.8-11.5	Hauling & grading fill dirt and riprap at Coalmine Road South side. No grading or earthwork at Grove Creek culvert area.	No findings.
February 9, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
February 10, 2025	MP 6.8-11.5	Hauling & grading fill dirt at Coalmine Road South side. No grading or earthwork at Grove Creek culvert area.	No findings.
February 11, 2025	MP 6.8-11.5	Hauling & grading fill dirt at Coalmine Road South side. Topsoiling on East side.	No findings.
February 12, 2025	MP 6.8-11.5	Snow day - no work frozen ground conditions. Overcast, snow. Only snow clearing, tomorrow, Thursday, 2/13. No earthwork activities.	None.
February 13, 2025	MP 6.8-11.5	Only snow clearing today. No earthwork activities.	None.
February 14, 2025	MP 6.8-11.5	Spreading topsoil at South side of Coalmine Road. Creating access road to East side of culvert.	No findings.
February 15, 2025	MP 6.8-11.5	Snow day - no work Frozen ground conditions. Overcast. No earthwork activities.	None.
February 16, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
February 17, 2025	MP 6.8-11.5	Weather day - no work scheduled until Friday, 2/21.	None.
February 18, 2025	MP 6.8-11.5	Weather day. No earthwork activities.	None.
February 19, 2025	MP 6.8-11.5	Weather day. No earthwork activities.	None.
February 20, 2025	MP 6.8-11.5	Weather day. No earthwork activities.	None.
February 21, 2025	MP 6.8-11.5	2" of snow, single digit cold. Limited crew not doing any earth moving work.	None.
February 22, 2025	MP 6.8-11.5	No grading or other earthwork.	None.
February 23, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
February 24, 2025	MP 6.8-11.5	No significant grading or other earthwork. Installing sumps and submersible pumps on East side of culvert in creekside.	No findings.

February 25, 2025	MP 6.8-11.5	No significant grading or other earthwork. Running dewatering pumps at culvert.	No findings.
February 26, 2025	MP 6.8-11.5	No significant excavation. Running dirt and rock.	No findings.
February 27, 2025	MP 6.8-11.5	No significant excavation. Running dirt and rock.	No findings.
February 28, 2025	MP 6.8-11.5	No significant excavation. Running dirt only.	No findings.

Table 7. Monitoring Locations and Results – March 2025

Date	Monitoring Location	Construction Activities Monitored	Results
March 1, 2025	MP 6.8-11.5	No significant excavation. Running dirt and leveling crane pad area with gravel base.	A small collection of mid-20 th century "diner-ware" ceramics and an oyster shell were located in the same area where a lithic scatter was previously documented. They were photographed. As with the initial discovery, they are located in a heavily disturbed surface location and will be immediately covered permanently by gravel roadbed material. None are considered culturally significant. No need for additional management.
March 2, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
March 3, 2025	MP 6.8-11.5	No significant excavation. Running dirt and recycled concrete.	No findings.
March 4, 2025	MP 6.8-11.5	No significant excavation. Running recycled concrete.	No findings.
March 5, 2025	MP 6.8-11.5	Weather day. No construction activities due to ground conditions.	None.
March 6, 2025	MP 6.8-11.5	No significant excavation. Running recycled concrete. Moving concrete girders.	No findings.
March 7, 2025	MP 6.8-11.5	No significant excavation. Working on site access roads. Cleared ground of vegetation for materials storage west of new access rd. Running dirt from STA 575+00-STA 568+00, rock rip/rap STA 583+00-591+00.	No findings.
March 8, 2025	MP 6.8-11.5	No significant excavation. Working on site access roads. Running dirt.	No findings.
March 9, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
March 10, 2025	MP 6.8-11.5	No significant subsurface excavation. Clearing topsoil with dozer and hoe. Hauling dirt and rock.	No findings.
March 11, 2025	MP 6.8-11.5	No significant subsurface excavation. Clearing topsoil with dozer and hoe.	No findings.

		Hauling dirt and rock.	
March 12, 2025	MP 6.8-11.5	No significant subsurface excavation. Clearing topsoil and grading ROW with dozer and hoe. Hauling dirt and rock.	No findings.
March 13, 2025	MP 6.8-11.5	No significant subsurface excavation. Clearing topsoil and grading ROW with dozer and hoe. Hauling dirt and rock.	No findings.
March 14, 2025	MP 6.8-11.5	No significant subsurface excavation. One-meter-deep fiber connection box excavations at south edge of Coalmine Rd. Laying ballast and grading final ROW S. of Coalmine Rd. Hauling dirt for subgrade S. of 39th St.	No findings.
March 15, 2025	MP 6.8-11.5	No subsurface excavation. Laying ballast and grading final ROW S. of Coalmine Rd.	No findings.
March 16, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
March 17, 2025	MP 6.8-11.5	No subsurface excavation. Clearing topsoil on ROW ~555+00 - 560+00. No cultural remains noted.	No findings.
March 18, 2025	MP 6.8-11.5	No subsurface excavation. Clearing topsoil on ROW ~555+00 - 560+00 No cultural remains noted.	No findings.
March 19, 2025	MP 6.8-11.5	No significant subsurface excavation, grading only. Removal by grading of native soil and historic grade on ROW ~555+00 - 560+00 No cultural remains noted.	No findings.
March 20, 2025	MP 6.8-11.5	No significant subsurface excavation, grading only. No cultural remains noted.	No findings.
March 21, 2025	MP 6.8-11.5	No significant subsurface excavation, grading only. No cultural remains noted.	No findings.
March 22, 2025	MP 6.8-11.5	No significant subsurface excavation, surface grading only. No cultural remains noted.	No findings.
March 23, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
March 24, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils No cultural remains noted.	No findings.
March 25, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils. No cultural remains noted.	No findings.
March 26, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils No cultural remains noted. Hauling dirt south of 39th St.	No findings.
March 27, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils No cultural remains noted. Hauling dirt south of 39th St.	No findings.
March 28, 2025	MP 6.8-11.5	Hauling dirt south of 39th St. Tree clearing at retaining wall #1 Sta.517+00-521+00 No significant subsurface excavation in undisturbed soils No cultural remains	No findings.

		noted.	
March 29, 2025	MP 6.8-11.5	Tree clearing at retaining wall #1 Sta.517+00-521+00 No significant subsurface excavation in undisturbed soils No cultural remains noted.	No findings.
March 30, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
March 31, 2025	MP 6.8-11.5	Tree clearing at retaining wall #1 Sta.517+00-521+00 No significant subsurface excavation in undisturbed soils No cultural remains noted.	No findings.

Table 8. Monitoring Locations and Results – April 2025

Date	Monitoring Location	Construction Activities Monitored	Results
April 1, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils.	No findings.
April 2, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils.	No findings.
April 3, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils. Minor bank erosion from stormwater at culvert inspected for cultural remains.	No findings.
April 4, 2025	MP 6.8-11.5	No significant subsurface excavation in undisturbed soils. Demoing retaining wall north of 39 th Street.	No findings.
April 5, 2025	MP 6.8-11.5	No subsurface excavation, only work on environmental controls.	No findings.
April 6, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
April 7, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street resumes. Demo of retaining wall ongoing.	No findings.
April 8, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings.
April 9, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings
April 10, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings.
April 11, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings.

April 12, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings.
April 13, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
April 14, 2025	MP 6.8-11.5	No subsurface excavation. Dirt hauling south of 39 th Street. Demo of retaining wall ongoing. Driving pilings at 39 th Street, prepping site for pilings at culvert.	No findings.
April 15, 2025	MP 6.8-11.5	No subsurface excavation. Waiting to video 27" culvert. Demo of retaining wall ongoing. Driving pilings at 39 th Street and prepping site for pilings at creek culvert.	No findings.
April 16, 2025	MP 6.8-11.5	No subsurface excavation. Waiting to video 27" culvert. Demo of retaining wall ongoing. Driving pilings at 39 th Street.	No findings.
April 17, 2025	MP 6.8-11.5	No subsurface excavation. Demo of old bridge at Coalmine Road. Demo of retaining wall ongoing.	No findings.
April 18, 2025	MP 6.8-11.5	No subsurface excavation. Cleanup of old bridge debris at Coalmine Road.	No findings.
April 19, 2025	MP 6.8-11.5	No work. Off for holiday.	None.
April 20, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
April 21, 2025	MP 6.8-11.5	No subsurface excavation. Bridge construction driving pilings at 39 th Street and Coalmine Road. Pumped out 27" culvert.	No findings.
April 22, 2025	MP 6.8-11.5	No subsurface excavation. Bridge construction driving pilings at 39 th Street and Coalmine Road. Pumped out 27" culvert.	No findings.
April 23, 2025	MP 6.8-11.5	No subsurface excavation. Bridge construction driving pilings at 39 th Street and Coalmine Road. Video at 27" culvert.	No findings.
April 24, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; driving pilings and sheets at 39 th Street and Coalmine Road.	No findings.
April 25, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; driving pilings and sheets at 39 th Street and Coalmine Road.	No findings.
April 26, 2025	MP 6.8-11.5	No work.	None.
April 27, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
April 28, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; driving pilings and sheets at 39 th Street and Coalmine Road.	No findings.

April 29, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; driving pilings and sheets at 39th Street and Coalmine Road.	No findings.
April 30, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; driving pilings and sheets at 39th Street. Installation of precasts and weld cr bracing at Coalmine Road.	None.

Table 9. Monitoring Locations and Results –May 2025

Date	Monitoring Location	Construction Activities Monitored	Results
May 1, 2025	MP 6.8-11.5	Bridge construction, driving pilings and sheets at 39th St., install precasts and weld bracing @ Coalmine Rd..	No findings.
May 2, 2025	MP 6.8-11.5	Bridge construction, sheets at 39th St., Pour footers @ Coalmine Rd. Maintenance on environmental controls and topsoiling as needed.	No findings.
May 3, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Maintenance on environmental controls and screening topsoil.	No findings.
May 4, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
May 5, 2025	MP 6.8-11.5	No subsurface excavation in undisturbed soils. Bridge construction; Barcus pouring concrete and welding at Coalmine bridge. Maintenance on environmental controls and topsoiling as needed.	No findings.
May 6, 2025	MP 6.8-11.5	Ragnar-Benson excavated a ramp to access wetlands @ 515-517+00. No subsurface excavation in undisturbed soils - all was historic fill. Bridge construction; Barcus pulling concrete forms and welding at Coalmine bridge.	No findings.
May 7, 2025	MP 6.8-11.5	No construction activities.	None.
May 8, 2025	MP 6.8-11.5	Ragnar-Benson building access road in wetlands @ 517-520+00. No subsurface excavation in undisturbed soils. Bridge construction; Barcus pulling concrete forms and welding at Coalmine bridge.	No findings.
May 9, 2025	MP 6.8-11.5	Ragnar-Benson continues building access road in wetlands @ 517+00 - 522+00. No subsurface excavation in undisturbed soils. Bridge construction; Barcus continues work at Coalmine bridge.	No findings
May 10, 2025	MP 6.8-11.5	Ragnar-Benson continues building access road in wetlands @ 517+00 - 522+00. No subsurface excavation in undisturbed soils.	No findings.

May 11, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
May 12, 2025	MP 6.8-11.5	Ragnar-Benson building access road in wetlands @ 517-521+00. No subsurface excavation in undisturbed soils. Bridge construction; Barcus at Coalmine bridge.	No findings.
May 13, 2025	MP 6.8-11.5	Ragnar-Benson building access road in wetlands @ 517-521+00. No subsurface excavation in undisturbed soils. Bridge construction; Barcus at Coalmine bridge.	No findings.
May 14, 2025	MP 6.8-11.5	Ragnar-Benson hauling dirt S of 39th, no work in wetlands @ 517-521+50. No subsurface excavation in undisturbed soils. Bridge construction; Barcus at Coalmine bridge, driving piles at wall #2.	No findings.
May 15, 2025	MP 6.8-11.5	Ragnar-Benson hauling dirt S of 39th, no work in wetlands @ 517-521+50. No subsurface excavation in undisturbed soils. Bridge construction; Barcus at Coalmine bridge, driving piles at wall #2.	No findings.
May 16, 2025	MP 6.8-11.5	Ragnar-Benson hauling dirt S of 39th, no work in wetlands @ 517-521+50. No subsurface excavation in undisturbed soils. Bridge construction; Barcus at Coalmine bridge, welding piles at wall #2.	No findings.
May 17, 2025	MP 6.8-11.5	Ragnar-Benson hauling dirt & install riprap @ 10.74, no work in wetlands @ 517-521+50. No subsurface excavation in undisturbed soils.	No findings.
May 18, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
May 19, 2025	MP 6.8-11.5	Ragnar-Benson hauling dirt @ 10.74, sorted tires at wetlands @ 517-521+50. No subsurface excavation in undisturbed soils.	No findings.
May 20, 2025	MP 6.8-11.5	Ragnar-Benson cleanup, sorted tires at wetlands @ 515-516. No subsurface excavation in undisturbed soils.	No findings.
May 21, 2025	MP 6.8-11.5	Ragnar-Benson cleanup, grind stumps south of 39th and at wetlands @ 515-516. No subsurface excavation in undisturbed soils.	No findings.
May 22, 2025	MP 6.8-11.5	Ragnar-Benson riprap installed at creek for culvert at 10.74 -- 6 ft depth of subsurface excavation in undisturbed soils at creek revealed no cultural remains.	No findings.
May 23, 2025	MP 6.8-11.5	Ragnar-Benson riprap installed at Coalmine bridge, excavation in undisturbed clay soils at 39th street for stormwater drain box revealed no cultural remains.	No findings.
May 24, 2025	MP 6.8-11.5	No construction activities. Holiday weekend.	None.
May 25, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.

May 26, 2025	MP 6.8-11.5	No construction activities. Holiday weekend.	None.
May 27, 2025	MP 6.8-11.5	No construction activities. Rainout.	None.
May 28, 2025	MP 6.8-11.5	10.7 culvert prep work - excavated riprap pit, install pipes, riprap. No excavation in undisturbed soils.	No findings.
May 29, 2025	MP 6.8-11.5	No construction activities. Rainout.	None.
May 30, 2025	MP 6.8-11.5	10.3 iron work, topsoil sifting, riprap. No excavation in undisturbed soils.	No findings.
May 31, 2025	MP 6.8-11.5	Topsoil sifting, riprap. No excavation in undisturbed soils.	No findings.

Table 10. Monitoring Locations and Results – June 2025

Date	Monitoring Location	Construction Activities Monitored	Results
June 1, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
June 2, 2025	MP 6.8-11.5	Topsoil sifting and riprap installation. No excavation in undisturbed soils.	No findings.
June 3, 2025	MP 6.8-11.5	No construction activities. Rainout.	None.
June 4, 2025	MP 6.8-11.5	Barcus - 39th St. Bridge - installing tiebacks. No excavation in undisturbed soils.	No findings.
June 5, 2025	MP 6.8-11.5	Barcus - 39th St. Bridge - installing tiebacks. No excavation in undisturbed soils.	No findings.
June 6, 2025	MP 6.8-11.5	Retaining wall#3- Excavate for ground improvements. Br. 10.3- Completed Saw cutting existing bridge caps/retaining wall per plans. Unload piling at MP 10.74 for shoring and ground improvements. Assemble pile hammer. No excavation in undisturbed soils.	No findings.
June 7, 2025	MP 6.8-11.5	No construction activities.	None.
June 8, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
June 9, 2025	MP 6.8-11.5	Graded slopes 564+00-555+00. Barcus - 39th St. Bridge - Retaining wall #3- Completed excavation for ground improvements. Br. 10.3- Completed Pile cut offs Bents1-4. MP 10.74- Driving piles for ground improvements. Drove piles C-13-17. No excavation in undisturbed soils.	No findings
June 10, 2025	MP 6.8-11.5	Graded slopes/place topsoil East side Sta.576+00-599+00. Barcus - Retaining wall #2- Backfill temp	No findings.

		shoring Retaining wall#3- Grading subgrade for ground improvements. Br. 10.3 - No work MP 10.74 - Continued Driving piles for ground improvements. No activities exposed undisturbed soils.	
June 11, 2025	MP 6.8-11.5	Topsoil slopes sta.543+00-555+00. Haul off trash/tires. Work on SWPPP. Barcus - Retaining wall#3- Continue grading subgrade for ground improvements. • Br. 10.3- • MP 10.74- Driving piles for ground improvements. • Prep for auger cast piles. Test anchors. No activities exposed undisturbed soils.	No findings.
June 12, 2025	MP 6.8-11.5	Ragnar: Environmental efforts as needed. Continue clean up. Graded slopes/place topsoil side Sta.563+00-546+00. Installing silt fence east side of track north side of coal mine rd. Removed debris from jobsite. Barcus: Retaining wall #2- Tieback installation. Installed (9) tie backs. Began installing walers. Excavated between piles 104-108. Retaining wall #3- No activity observed Br. 10.3- No activity observed. MP 10.74 - Driving piles for ground improvements. Drove piles D13-D24. No activities exposed undisturbed soils.	No findings.
June 13, 2025	MP 6.8-11.5	Ragnar Benson: Graded slopes/place topsoil side Sta.563+00-546+00. Removed silt fence Sta. 599+00-576+00 Assist Pine Valley Demo job trailer Pine Valley SWPPP/Seeding East side Sta.576+00-599+00- Permanent seeding LG Barcus-Structures Retaining wall #2- Tieback installation. Retaining wall#3- Excavating and installing timber lagging Temp shoring wall #3. Br. 10.3- No activity observed. MP 10.74- Building templates, preparing piles for temp. shoring. Drove piles. No activities exposed undisturbed soils.	No findings.
June 14, 2025	MP 6.8-11.5	Ragnar Benson: Clean up. Grade pad for replacement job trailer. LG Barcus-Structures Retaining wall #2- Continue installing waler Retaining wall#3- Excavating and installing timber lagging Temp shoring wall #3. Br. 10.3- No activity observed. MP 10.74- Driving piles for temp. shoring.	No findings.
June 15, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
June 16, 2025	MP 6.8-11.5	Ragnar Benson-Clear/Grub and begin subgrade excavation Sta. 519+00- Sta. 527+00. LG Barcus-Structures Retaining wall #2 - Installed (1) tieback. Continue installing walers. Excavating and installing timber lagging. Retaining wall#3 - Excavate for	No findings.

		rigid inclusions. Br. 10.3 - No activity observed. Removed the abandoned crossing on 39th MP 10.74 - Driving piles for temp. shoring.	
June 17, 2025	MP 6.8-11.5	Ragnar Benson- Continue subgrade excavation Sta. 519+00- Sta. 527+00. LG Barcus-Structures Retaining wall #2 - Continue installing walers. Retaining wall #3 - Installing rigid inclusions, installed 9B-12B, 9C-13C Auger cast piles. Miller concrete saw cut south retaining wall. Br. 10.3- No activity observed. MP 10.74- Dewatering.	No findings.
June 18, 2025	MP 6.8-11.5	Ragnar Benson- Continue subgrade Sta. 518+00- Sta. 527+00. Placed sub ballast Pump water at 27" RCP. LG Barcus-Structures Retaining wall #2 - Continue installing walers. Retaining wall#3 - Installing rigid inclusions, Auger cast piles. Br. 10.3 - No activity observed. MP 10.74 - Drove temp. shoring Piles.	No findings.
June 19, 2025	MP 6.8-11.5	Ragnar Benson- Re-worked final subgrade near sta. 527+00 and proof rolled. Placed sub ballast Sta. 519+00- 527+00 Pump water at 27" RCP. LG Barcus-Structures Retaining wall #2 - Continue installing walers. Tested tie backs, (2) testers. Retaining wall #3 - Excavated and removed the south retaining wall. Br. 10.3- Attempted to set caps at bents 2,3. Seems there is an issue with the alignment of caps. MP 10.74- Drove temp. shoring Piles.	No findings.
June 20, 2025	MP 6.8-11.5	Ragnar Benson- Re-worked final subgrade near sta. 527+00 Watered hydro seeded slopes. 27" RCP-Brick and mortar out fall. Barcus will be pressure grouting on Tuesday. LG Barcus-Structures Retaining Wall #2 - No activity Retaining wall #3 - Drilled rigid inclusions - 11 total Br. 10.3 - Unloaded girders and wingwalls MP 10.74 - No activity.	No findings.
June 21, 2025	MP 6.8-11.5	Ragnar Benson- Final subgrade near sta. 527+00. Proof roll failed. They will need to over excavate. Watered hydro seeded slopes. LG Barcus - Structures Retaining wall #2 - No activity Retaining wall #3 - cleaned for LTP's Br. 10.3 - verify cap layout. Clean up work area at MP 10.3 MP 10.74 - No activity.	No findings.
June 22, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
June 23, 2025	MP 6.8-11.5	Ragnar Benson- Water grass Prep for grout at 27" RCP LG Barcus - Structures Retaining Wall#2-	No findings.

		Set up for tie backs. Retaining wall#3- Completed auger cast piles # 3a,4a,5a,6a,3b,5b,3c. All auger cast piles completed. Graded for LTP. Br. 10.3- No activity MP 10.74- Installing piles to tip elevation using vibratory hammer. Vibrated B1 temp. shoring.	
June 24, 2025	MP 6.8-11.5	Ragnar Benson- Water grass Compacting embankment Sta. 553+00-563+00 LG Barcus - Structures Retaining Wall #2 - Tieback testing Retaining Wall #3 - Continued placing base material for LTPs Br. 10.3 - No activity MP 10.74 - Unloaded steel plates.	No findings.
June 25, 2025	MP 6.8-11.5	Ragnar Benson- Water grass Compacting embankment Sta. 553+00-563+00 LG Barcus - Structures Retaining Wall #2 - Tieback testing Retaining Wall #3 - Continued placing base material for LTPs Br. 10.3 - No activity MP 10.74 - Unloaded steel plates.	No findings.
June 26, 2025	MP 6.8-11.5	Ragnar Benson- Water dust control Resume placing embankment Sta. 553+00 - 563+00 LG Barcus - Structures Retaining Wall#2- Began excavation for rigid inclusions. Retaining wall#3- Continued placing sub ballast for LTPs Br. 10.3- Miller resumed saw cutting the existing bridge caps. MP 10.74- No activity.	No findings.
June 27, 2025	MP 6.8-11.5	Ragnar Benson- Placing and compacting embankment Sta. 553+00-563+00. 97 loads. Preparing to install drainage pipe and proof roll at Retaining Wall 1. LG Barcus - Structures Retaining Wall #2 - Continued excavation for rigid inclusions. Prepare to install walers. Retaining wall#3- No activity Br. 10.3- No activity MP 10.74- Unloaded steel plates for temp. shoring.	No findings.
June 28, 2025	MP 6.8-11.5	Ragnar Benson- Placing and compacting embankment Sta. 553+00-563+00. loads. cubic yards. Proof rolled subgrade at Retaining Wall 1. Still some areas to workout. Improved access road at wall #1with more rock/gravel LG Barcus - Structures Retaining Wall #2 - Continued excavation for rigid inclusions. Prepared to install tieback anchors. Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - No activity.	No findings.
June 29, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
June 30, 2025	MP 6.8-11.5	Ragnar Benson- Cleaning up jobsite. LG Barcus - Structures Retaining Wall #2 - Worked on tieback anchor drill. Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - Drove temp. shoring steel	No findings.

		plates.	
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Table 11. Monitoring Locations and Results – July 2025

Date	Monitoring Location	Construction Activities Monitored	Results
July 1, 2025	MP 6.8-11.5	Ragnar Benson Cleaning up jobsite. Assisted Barcus in completing Wall 3 sub ballast. LG Barcus - Structures Retaining Wall #2 - Resumed drilling tiebacks. Retaining Wall #3 - No activity Br. 10 .3 - No activity MP 10.74 - Drove temp. shoring steel plates	No findings.
July 2, 2025	MP 6.8-11.5	Ragnar Benson Cleaning up jobsite. Assisted Barcus in completing Wall 3 sub ballast. LG Barcus - Structures Retaining Wall #2 - Continued drilling tiebacks. Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - Drove temp. shoring steel plates.	No findings.
July 3, 2025	MP 6.8-11.5	Ragnar Benson Cleaning up jobsite. Cleaned up slope at Retaining Wall 1. LG Barcus - Structures Retaining Wall #2 - No activity. Retaining Wall #3 - Unloaded and placed Elevate bases. Br. 10.3 - No activity MP 10.74 - No activity.	No findings.
July 4-6, 2025	MP 6.8-11.5	No construction activities. Holiday weekend.	None.
July 7, 2025	MP 6.8-11.5	Ragnar Benson Clean up / haul tires at Retaining wall 1. Preparing to place embankment at Retaining wall #1 LG Barcus - Structures Retaining Wall #2 - Installing walers. Retaining Wall #3 - Received (6) base sections for wall #3. Placed (3) bases. (5) remain. Br. 10.3 - Set/weld caps Bents 2,3. MP 10.74 - Installing temp. shoring plates	No findings.
July 8, 2025	MP 6.8-11.5	Ragnar Benson Clean up at Retaining wall 1. Placing embankment at Retaining wall #1. LG Barcus - Structures Retaining Wall #2 - Installing walers. Began excavation for wall section piles 92-	No findings.

		72 to install the top row of walers. Retaining Wall #3 - Placed (5) base sections for wall #3. Prep for grout. Br. 10.3 - No activity MP 10.74 - Installing temp. shoring plates	
July 9, 2025	MP 6.8-11.5	Ragnar Benson Placing embankment at Retaining wall #1. LG Barcus - Structures Retaining Wall #2 - Installing walers. Completed excavation for wall sections to install the top row of walers. Retaining Wall #3 - Grout base Br. 10.3 - No activity MP 10.74 - Installing temp. shoring plates	No findings
July 10, 2025	MP 6.8-11.5	Ragnar Benson Placing embankment Sta.577+00-Sta.581+00 LG Barcus - Structures Retaining Wall #2 - Installing walers, installing timber lagging at Pile #108. Prep for tieback installation Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - Installing temp. shoring plates.	No findings.
July 11, 2025	MP 6.8-11.5	Ragnar Benson Placing embankment Sta.577+00-Sta.581+00 Placing embankment at wall #1 LG Barcus - Structures Retaining Wall #2 - Installing walers, installing timber lagging at Pile #108, Cleaning up and placing waddles. Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - Installing temp. shoring plates, excavated for tie backs	No findings.
July 12, 2025	MP 6.8-11.5	Ragnar Benson Placing embankment Sta.577+00-Sta.581+00. Excavating ramp from south ramp at Br.10.9. Worked on SWPPP inspection list. LG Barcus - Structures Retaining Wall #2 - Installing tie backs. Installed (8) tie backs Cleaning up and placing waddles. Retaining Wall #3 - No activity Br. 10.3 - No activity MP 10.74 - No activity	No findings.
July 13, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
July 14, 2025	MP 6.8-11.5	Ragnar Benson Processing embankment Sta.577+00-Sta.581+00. Worked on SWPPP inspection list. LG Barcus - Structures Retaining wall #1- Unload sheet piles. Retaining Wall #2 - Installing tie backs. Installed (8) tie backs. Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74-large culvert - Working on temp. shoring, received 2nd crane.	No findings.

July 15, 2025	MP 6.8-11.5	Ragnar Benson Clean up, haul tires and ties from Wall #1, work on remaining items for SWPPP. LG Barcus - Structures Retaining wall #1- No activity Retaining Wall #2 -Installing tie backs. Installed (5) tie backs. Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74-large culvert - Working on temp. shoring (lagging sections at headwall). Prepare for tiebacks.	None.
July 16, 2025	MP 6.8-11.5	Ragnar Benson Clean up, Trash, haul tires and ties, work on remaining items for SWPPP. Assist with rail unloading. LG Barcus - Structures Retaining wall #1- Driller mobilized drill rig today. Crane arrived today, building crane. Retaining Wall #2 -Installing walers, lagging and handrail on temp shoring wall #2. Move tieback drill to arch culvert. Retaining Wall #3 - No activity MP 10.3 Bridge - Miller concrete cutting-saw cut the existing north retaining wall. MP 10.74-large culvert - Working on temp. shoring (lagging sections at headwall). Prepare for tiebacks.	No findings.
July 17, 2025	MP 6.8-11.5	Ragnar Benson Clean coal mine rd. Pumping water at Wall #3. LG Barcus - Structures Retaining wall #1- Unloaded 2 loads crane mats and a load of crane parts Retaining Wall #2 - No activity Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74: large culvert - No activity	No findings.
July 18, 2025	MP 6.8-11.5	Ragnar Benson Continue clean up. Rework Wall 1 embankment area. LG Barcus - Structures Retaining wall #1- No activity Retaining Wall #2 - Install walers. Driving piles for temp. shoring Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74: large culvert - Prepare for tiebacks.	No findings.
July 19, 2025	MP 6.8-11.5	Ragnar Benson Continue clean up. Rework Wall 1 embankment area. LG Barcus - Structures Retaining wall #1- No activity Retaining Wall #2 - Install walers. Vibrating piles for temp. shoring. Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74: large culvert - Prepare tieback anchors.	No findings.

July 20, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
July 21, 2025	MP 6.8-11.5	Ragnar Benson Clean Coal Mine Road. Clean silt fence. LG Barcus - Structures Retaining wall #1- Tying rebar for drilled shafts. Retaining Wall #2 - Testing tie backs Retaining Wall #3 - No activity MP 10.3 Bridge - No activity MP 10.74: large culvert - Installing tie back anchors.	No findings.
July 22, 2025	MP 6.8-11.5	Ragnar Benson Placed rip/rap at Br. 10.9 Clean up and prep. for grade repair at wall #1. Clean silt fence. LG Barcus - Structures Retaining Wall #1- (Quit at 1515 hrs.) Realm-Tying rebar cages for drilled shafts. Greg Bair- Welding casings LG Barcus- Unloaded excavator. Retaining Wall #2- (Quit at 1645 hrs.) LG Barcus-Install remaining walers. Testing tie backs. Loading out concrete debris. Ragnar Benson - No activity Retaining Wall #3 - LG Barcus - No activity Ragnar Benson - No activity MP 10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - Drill tie back anchors.	No findings.
July 23, 2025	MP 6.8-11.5	Ragnar Benson Rework the construction berm for wall #1. Continue SWPPP repairs LG Barcus - Structures Retaining Wall #1 ▪ Realm-Tying rebar cages for drilled shafts. (1 of 37 tied) ▪ Greg Bair- Welding casings ▪ LG Barcus- No activity Retaining Wall #2 ▪ LG Barcus driving pile for temporary shoring. Testing tie backs. Loading out concrete debris. ▪ Ragnar Benson- no activity Retaining Wall #3 - ▪ LG Barcus - No activity ▪ Ragnar Benson - No activity MP 10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - Drill tie back anchors.	No findings.
July 24, 2025	MP 6.8-11.5	Ragnar Benson Rework the construction berm for wall #1. Continue SWPPP repairs LG Barcus - Structures Retaining Wall #1 ▪ Realm-Tying rebar cages for drilled shafts. (1 of 37 tied) ▪ Greg Bair- Welding casings ▪ LG Barcus- No activity Retaining Wall #2 ▪ LG Barcus driving pile for temporary shoring. Testing tie backs. Loading out concrete debris. ▪ Ragnar Benson- no activity Retaining Wall #3 - ▪ LG Barcus - No activity ▪ Ragnar Benson - No activity MP	No findings.

		10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - Drill tie back anchors.	
July 25, 2025	MP 6.8-11.5	Ragnar Benson • Repaired slope at wall #1. • Pump water from wall #3. • Continue SWPPP repairs LG Barcus - Structures Retaining Wall #1 • Realm-Tying rebar cages for drilled shafts. (1 of 37 tied) • Greg Bair- No activity • LG Barcus- No activity Retaining Wall #2 • LG Barcus Clean up • Ragnar Benson- no activity Retaining Wall #3 - • LG Barcus - mobilize crane wall#3 • Ragnar Benson - No activity MP 10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - No activity	No findings.
July 26, 2025	MP 6.8-11.5	Ragnar Benson • Continue SWPPP repairs LG Barcus - Structures Retaining Wall #1 • Realm-No activity • Greg Bair- No activity • LG Barcus- No activity Retaining Wall #2 • LG Barcus Clean up, Driving temp shoring plates. • Ragnar Benson- no activity Retaining Wall #3 - • LG Barcus - assemble crane @ wall#3 • Ragnar Benson - No activity MP 10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - Clean-up/SWPPP.	No findings.
July 27, 2025	MP 6.8-11.5	No construction activities. Sunday.	None.
July 28, 2025	MP 6.8-11.5	Retaining wall #1 • Realm- Tying rebar cages for drilled shafts. (2 of 37 cages tied) • Greg Bair- Prepared to drill auger casings. • LG Barcus- Assisted Greg Bair. Retaining Wall #2 • LG Barcus - Excavating for installation of drilled piers for base slabs, driving temp shoring plates. • Ragnar Benson- no activity Retaining Wall #3 - • LG Barcus - Installed Elevate precast walls. • Ragnar Benson - No activity MP 10.3 Bridge - No activity MP 10.74 Culvert: LG Barcus - Clean-up/SWPPP.	No findings.
July 29, 2025	MP 6.8-11.5	Ragnar Benson • Continuing SWPPP repairs • Prepare for embankment placement south of 39th Street. Retaining Wall #1 • Realm- Tying rebar cages for drilled shafts. (2.5 of 37 cages tied) • Greg Bair- Began drill ops, but had to stop. • LG Barcus- Assisted Greg Bair. Retaining Wall #2 LG Barcus- Clean up, Driving temp shoring plates and piles. LG	A line of historic 12" round wooden posts parallel to the rail line was uncovered and noted. Not significant.

		Barcus- Began Drilling 24" Rigid Inclusions. ▪ Ragnar Benson- no activity ▪ One guy remained till 1700 to excavate material for rigid inclusions. Retaining Wall #3 ▪ LG Barcus-No activity ▪ Ragnar Benson- No activity ▪ Br. 10.3 ▪ LG Barcus- No activity ▪ MP 10.74 ▪ LG Barcus- Repair drill rig. Drilled (0) today. (5 of 48 drilled)	
July 30, 2025	MP 6.8-11.5	Ragnar Benson ▪ Continuing SWPPP repairs ▪ Prepare for embankment placement S. of 39th Street Retaining wall #1 ▪ Realm- Tying rebar cages for drilled shafts. ▪ Greg Bair- No activity ▪ LG Barcus- Assisted Realm. Retaining Wall #2 LG Barcus- Clean up, Driving temp shoring plates and pilings ▪ Ragnar Benson- no activity Retaining Wall #3 ▪ LG Barcus-No activity ▪ Ragnar Benson- No activity ▪ Br. 10.3 ▪ LG Barcus- No activity ▪ MP 10.74 ▪ Drilled tiebacks. Continue with SWPPP work.	No findings.
July 31, 2025	MP 6.8-11.5	Ragnar Benson ▪ Continuing SWPPP repairs ▪ Placing embankment Sta.553+00 – Sta.556+00. Retaining Wall #1 ▪ Realm- Tying rebar cages for drilled shafts. ▪ Greg Bair - Set oversized casing/60" casing for Shaft #33 ▪ LG Barcus - Assisted Realm. Retaining Wall #2 ▪LG Barcus - Clean up, Driving temp shoring plates. They have 37 piles to drive for temp. shoring. Began cutting holes and prep for tie backs. Retaining Wall #3 ▪ LG Barcus - No activity ▪ Ragnar Benson - No activity ▪ Br. 10.3 ▪ LG Barcus - No activity ▪ MP 10.74 ▪ LG Barcus - Drilled tiebacks. Continue with SWPPP work.	No findings.

Table 12. Monitoring Locations and Results – August 2025

Date	Monitoring Location	Construction Activities Monitored	Results
August 1, 2025	MP 6.8-11.5	Ragnar Benson ▪ Continuing SWPPP repairs ▪ Placing embankment Sta.553+00 – Sta.556+00. Retaining Wall #1 ▪ Realm- Tying rebar cages for drilled shafts. ▪ Greg Bair- Set (2) 60" casing for Shafts #17,19. Did not excavate rock socket.	Fractured chert nodule found on surface in the disturbed area, provenience disturbed. Isolated find. Possibly cultural, but indeterminant. Non-significant.

		▪ LG Barcus- Assisted Realm. Received/unload 66" casing. - Retaining Wall #2 ▪ LG Barcus- Drove temp. shoring piles. - Retaining Wall #3 ▪ LG Barcus - No activity ▪ Ragnar Benson - No activity • Br. 10.3 ▪ LG Barcus - No activity • MP 10.74 ▪ LG Barcus - Drilled tiebacks.	
August 2, 2025	MP 6.8-11.5	Ragnar Benson ▪ Continuing SWPPP repairs Retaining Wall #1 ▪ Realm- Tying rebar cages for drilled shafts. ▪ Greg Bair- No activity ▪ LG Barcus- Assisted Realm. Retaining Wall #2 ▪ LG Barcus- Drove temp. shoring piles. Retaining Wall #3 ▪ LG Barcus - Prepared Elevate walls for modifications. ▪ Ragnar Benson - No activity • Br. 10.3 ▪ LG Barcus - No activity • MP 10.74 ▪ LG Barcus - Moved crane around. Installing walers.	No findings.
August 3, 2025	MP 6.8-11.5	Ragnar Benson ▪ Continuing SWPPP repairs	No findings.
August 4, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.
August 5, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.
August 6, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.
August 7, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.
August 8, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.
August 9, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings
August 10, 2025	MP 6.8-11.5	No construction activities. Holiday weekend.	None.
August 11, 2025	MP 6.8-11.5	No ongoing excavation or ground disturbance in undisturbed sediments.	No findings.



Photo Date: October 30, 2024

Photo Direction: East

Description of photo: Arrival and staging of equipment into main yard for use during project.



Photo Date: November 22, 2024

Photo Direction: South

Description of photo: Excavation of 27-inch culvert.



Photo Date: December 7, 2024

Photo Direction: West

Description of photo: Filling of ROW on the north side of Coalmine Road for crane pad construction.



Photo Date: January 9, 2025

Photo Direction: Northeast

Description of photo: Loading in riprap near Coalmine Road.



Photo Date: February 11, 2025

Photo Direction: West

Description of photo: Topsoiling on the east side of tracks, south of Coalmine Road.



Photo Date: March 31, 2025

Photo Direction: Northwest

Description of photo: Drilling for inclinometer installation.



Photo Date: April 25, 2025

Photo Direction: Northeast

Description of photo: Excavation profile of existing railroad embankment.



Photo Date: May 8, 2025

Photo Direction: Southwest

Description of photo: Ramp and rock road base installation to access wetlands.



Photo Date: June 9, 2025

Photo Direction: Northwest

Description of photo: Excavation of Wall 3 at 39th Street.



Photo Date: July 10, 2025

Photo Direction: South

Description of photo: Installing walers and excavation for tieback installation.



Photo Date: August 1, 2025

Photo Direction: Southwest

Description of photo: Acreage off of project ROW at Wall 1 work area.