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September 4, 2024

Danielle Gosselin
Director, Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: Green Eagle Railroad, LLC
– Construction and Operation of a Line of Railroad –
In Maverick County, TX
Surface Transportation Board Finance Docket 36652

Information Request 1: Supplement

Dear Ms. Gosselin:

On July 8, 2024, Green Eagle Railroad, LLC ("GER") provided responses to the Board's Office of Environmental Analysis ("OEA") Information Request 1. GER is submitting this supplement to revise its responses to Information Request #1.

- Number of trains per day

GER's current expectations is that by 2031 (5 years from the anticipated final board decision) all existing train traffic through this border crossing will have been transferred to our new line, representing 9.5 daily trains in each direction (a total of 19 daily trains).

This estimate is derived from U.S. Department of Transportation data displaying the number of train border entries at Eagle Pass, TX.

DOT data is accessible at:
<https://explore.dot.gov/views/BorderCrossingData/Annual?%3Aembed=y&%3AisGuestRedirectFromVizportal=y>

- Grade Crossing

The existing private at-grade crossing at Dr. Gates Road that lies outside of the City of Eagle Pass will remain grade separated. This crossing is currently a private crossing and GER does not intend to disturb the status quo by closing or separating the crossing.

- Characteristics of the CMV facility footprint (width, material, usage).

GER is providing additional information about the CMV facility via Exhibit A.

- Vertical Disturbance of sanitary sewars, bridge abutment, and buildings.

GER is providing additional information related to the expected vertical disturbances of certain aspects of the proposed development to include sanitary sewars, bridge abutments, and buildings. Please see Exhibit B.

- Noise Barrier

GER is providing a supplement to its proposed noise barrier, please see Exhibit C.

- Plans for Ritchie Road and continuing access to the properties west of the CMV facility.

Ritchie Road will be closed. However, the property dependent on Ritchie Road will gain new access to the north along Elm Creek. Please see Exhibit D.

- Additional information related to CMV Operations.

GER is providing Exhibit E to further explain the CMV operations.

- Temporary structures for the construction of the bridges across the Rio Grande.

GER is providing additional information as related to temporary structures for construction of the bridges in Exhibit F.

- Description of the Construction Plan for the Proposed Rail Line:

GER is providing the below narrative for additional information of the construction plan, please also see Exhibit G.

The construction will be carried out in different stages, as outlined below:

Phase 1.- EARTHWORKS: Duration of work: 6.7 months

The first step is to carry out the layout and leveling with surveying equipment to establish field references for the construction area. Prior to the excavation and clearing activities, an area will be prepared where the products will be neatly stacked.

Once the construction site is laid out, the terrain will be excavated, consisting of removing roots, shrubs, herbs, plants, and stumps along the construction alignment. Next, the clearing involves removing topsoil or unsuitable material to a maximum depth of 6 inches, only within the projected width. The bottom will be scarified and compacted.

Sections of earthworks will then be formed to reach the required levels for track installation. The material from the excavation will be used to cover the embankments and reduce the angle of their slopes.

For embankment construction, materials of approved quality will be used from local authorized sources. The material will be spread, water applied to achieve optimal moisture,

homogenized, spread, and compacted using mechanical equipment. Stones larger than 4 inches will be removed from the layer material.

Phase 2.- RAILWAY TRACK: Duration of work: 5.1 months

A sub-ballast layer of 12 inches thick will be placed, compacted using mechanical equipment. This material will be transported by dump trucks and spread with a grader before being compacted with a vibrating roller.

The process will continue with the installation of track switches and 100 foot segments (elastic track) made with a 56.5-inch template, 136 lb rail, and concrete sleepers, previously assembled nearby. They will be transported to their location on a platform truck and placed with hoisting equipment (crane).

After installing the track switches and track segments, they will be fixed using aluminothermic welding.

Once the rails and track switches are fixed, a ballast layer of 12 inches thick will be placed, using a railway gondola to transport, and spread the ballast, followed by track leveling using laser leveling equipment.

The stress relief in the rails will be carried out in 1,600 foot sections, heating the rail to the temperature according to the standard. Once the temperature is reached, the remaining welds are performed.

Phase 3.-INTERNATIONAL BRIDGE AND ROADWAY BRIDGES: Duration of work: 17.8 months

The construction process is similar to above. GER will start with layout and leveling, establishing field references for the construction area. GER will continue with excavation and clearing, scarifying, and compacting the bottom.

A piloting platform is built using lateral loan material. Then, the construction of concrete piles at an appropriate depth to set in solid ground. It starts with drilling holes, reinforcing with steel, and then pouring with pre-mixed concrete. Next, the footings, reinforced concrete piles, and headstocks that form the columns supporting the bridge are constructed.

Before placing the steel superstructure, neoprene supports are placed where the steel superstructure rests, which is fabricated in the workshop and protected with an orange polyurethane finish. Finally, 8-inch-thick concrete slabs are placed. These works are carried out with the support of suitable equipment such as cranes, trucks, concrete pumping equipment, to name a few.

Phase 4.- COMPLEMENTARY WORKS: Duration of work: 9.3 months

BRIDGES OVER ROADWAYS AND CULVERTS: GER will begin with layout and leveling, establishing field references for the construction area. It will continue with excavation and clearing, scarifying, and compacting the bottom. Once this preparation is complete, the reinforcing steel is cut and assembled, and the formwork is placed on site to pour the load-bearing walls. After verifying axes, levels, and measurements, the premixed concrete is poured, followed by finishing and curing. The same steps are continued for the pouring of the slab, after which the necessary finishing is applied.

INSPECTION BUILDING: The process begins with the layout of axes and references to locate the necessary foundations. Subsequently, excavation of the terrain to the required depth is carried out. Reinforcing steel for each footing and pedestal is cut and prepared. We continue with the placement of formwork to cast a monolithic slab and pedestal, ensuring the anchor sets are properly positioned. Before pouring the premixed concrete, it is essential to verify that the anchor locations correspond to those specified in the engineering drawings. The construction continues after a reasonable time to allow the concrete to increase its load capacity, beginning with the assembly of columns and the entire building structure. Once the structure is completed, the installation of wall and roof cladding is carried out, followed by the installation of necessary equipment.

PERIMETER FENCING AND NOISE BARRIER: At the beginning of the work, perimeter fencing construction also begins. These works start with the excavation of holes for placing the posts along the entire perimeter fence, as well as with the excavation to create the base in which the chain-link fence would be embedded.

The chain-link fence is made of hot-dip galvanized wire, using 10.5-gauge wire. Intermediate posts will be placed every 10 feet apart. At the bottom, the mesh will be embedded in the base, which will have a maximum height of 16 inches. The posts are 3 inches in diameter and 18 gauge, with a galvanized barbed wire holder for three strands of barbed wire and concertina. The chain-link mesh should be attached to the post with 5 galvanized smooth wire ties every 15 inches.

Reinforcement or corner posts are installed every 330 feet in straight sections of the fence and at corners or changes of direction. They should be 16 gauge with a diameter of 3 inches, galvanized inside and out. They will be 12 feet tall plus 20 inches embedded in a concrete base, plus a simple aluminum cap of 3 inches. The chain-link mesh will be attached to the post with galvanized solera of 3/16" x 3/4" and 10 galvanized tension clamps with a diameter of 3 inches.

At the top, barbed wire and concertina are installed, which should be hot-dip galvanized wire 12.5 gauge twisted into two strands with double barbs. Three rows of barbed wire and concertina will be installed at the top of the fence.

The construction for the noise wall starts with the preparation of a platform, made with compacted soil, and geo-mesh when required. The wall is made of noise absorbing material covered and protected by concrete or a steel plate. Once the wall is installed, a tree lined is planted on front to reduce visual impact.

- Description of the Construction Plan for non-rail aspects of the GER proposal:

GER is providing the below narrative for additional information of the construction plan of aspects that are ancillary to the construction of the rail line. Please also see Exhibit H.

The scope of this project includes the construction of a 6-lane international bridge, a 2-lane roadway connecting to FM 1589, perimeter fencing, and the following structures: Inspection Tower, k9 kennels, Inspection Warehouse, and FMCSA Building.

The construction will be carried out in different stages, as outlined below:

Phase 1: ROADWAY EARTHWORKS AND PLATFORM FILLINGS: Duration of work: 12.6 months

Initiating with topographic work to establish field references, followed by vegetation clearing which includes tree cutting and stump removal. The removal of topsoil according to geotechnical design specifications will proceed. Compaction of the cleared land will be done in layers up to 8 inches thick. The construction of embankments will involve materials from cuts or quarries to achieve the subgrade level.

Phase 2: ASPHALT CONCRETE PAVING AND SIGNALING INSTALLATION: Duration of work 5.1 months

The construction includes laying down a subbase and base layers of selected stone materials designed to uniformly support the asphalt base and surface course as per pavement design. Asphalt emulsions will be used for bonding layers, with hot-mix asphalt for the final surface, followed by road signage installation.

Phase 3: BUILDINGS: Duration of work: 8.3 months

Inspection Tower: With platforms in place, construction will proceed with layout and leveling for foundation excavation, incorporating reinforcement steel, concrete, and completing with structural framing, wall construction, and installation of hydraulic and electrical systems, finishing with walls, flooring, and finishes.

K9 Kennels building, Secondary Inspection Warehouse, and FMCSA Building:

Each structure will follow similar stages, starting from platform preparation to final construction phases, including foundation work, structural framing, wall construction, and finishing with complete installations and finishes.

Phase 4: INTERNATIONAL BRIDGE CONSTRUCTION: Duration of work: 17.9 months

The construction will commence with topographic surveying, involving layout and leveling using topographic equipment to establish field references. This will be followed by clearing and material removal and constructing a piloting platform using side borrow material. Key activities include the construction of concrete piles up to 65 ft depth in solid ground, starting with the drilling of reinforced diameter holes and pouring of pre-mixed concrete. Foundation pads will be made with reinforced concrete and include a concrete template, requiring materials, labor, equipment, and all necessary resources for proper execution. The phase includes constructing reinforced concrete piles, pile caps, and abutments, culminating in the placement of neoprene bearings. The installation of post-tensioned girders, diaphragms, and an 8 inches thick concrete slab will be carried out, including all required connections, and finishing with the construction of curbs, parapets, and sidewalks.

Phase 5: PERIMETER FENCING: Duration of work: 4.4 months

The construction begins with the excavation for post holes along the entire perimeter, followed by the installation of chain link fencing made from hot-dip galvanized wire, using 10.5-gauge wire, with intermediate posts placed every 10 feet and embedded in a concrete footer. The chain link mesh will be secured to the posts using galvanized flat bars and tension clamps.

Phase 6: DRAINAGE AND COMPLEMENTARY WORKS: Duration of work: 2.5 months

Starting with topographic layout and leveling for drainage structures, followed by excavation and construction using reinforced hydraulic concrete. This phase also includes the backfilling around these structures and the construction of complementary structures such as wash stations, gutters, curbs, and edgings.

If you have any questions about this supplement, please let me know.

Sincerely,

A handwritten signature in blue ink that reads "Justin J. Marks". The signature is fluid and cursive, with the first name "Justin" and last name "Marks" clearly legible.

Justin J. Marks
Counsel to Green Eagle Railroad, LLC