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July 8, 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

Dear Ms. Gosselin:

On December 14, 2023, Green Eagle Railroad, LLC ("GER") filed a Petition for Exemption to the Surface Transportation Board (the "Board") in the above referenced docket. Subsequently, on April 2, 2024, as part of the Board's environmental review, the Board's Office of Environmental Analysis ("OEA") submitted to GER Information Request Number 1. The following narrative is in response to Information Request Number 1. Additional maps and spreadsheets in support of these questions can be found by accessing the following link: (<https://www.dropbox.com/t/q4nHVq38oew3HdGL>).

The Line

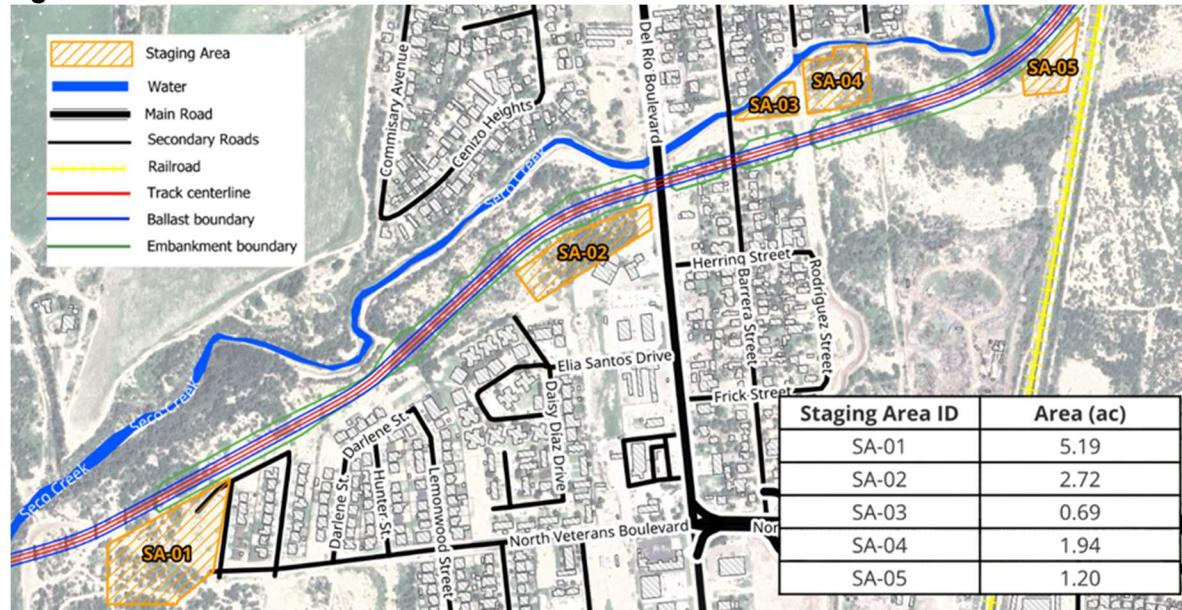
Construction

1. Would construction of the Line result in any temporary disturbance outside the right-of-way (ROW)?

A: The construction project will cause temporary disruptions at three locations beyond the right of way: the intersections of Highway 277 (Del Rio Boulevard), Barrera Street, and the stormwater canal.

There are 5 staging areas distributed on the construction area, all those properties are owned by Puerto Verde (Figure 1).

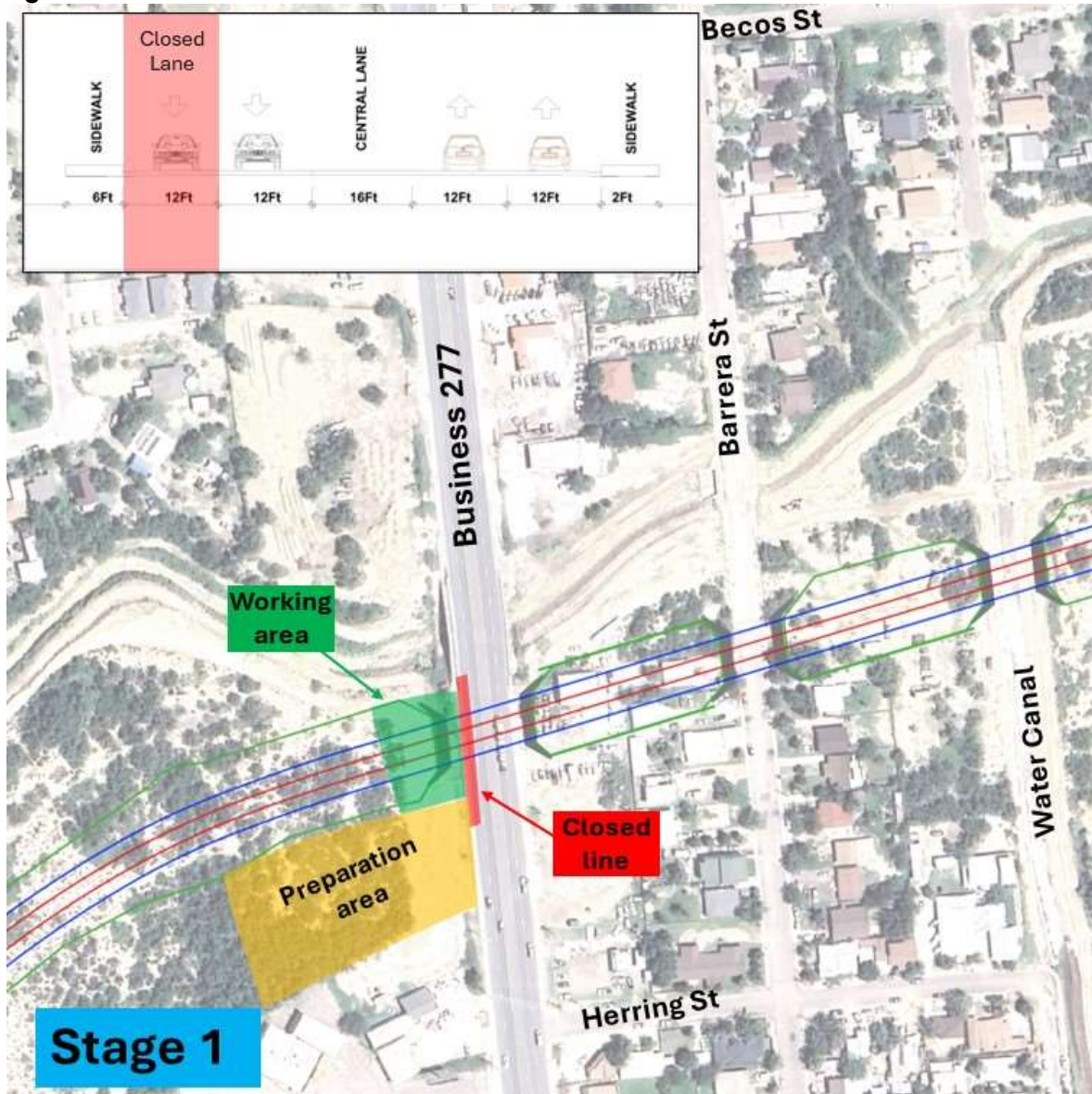
Figure 1



For example, the construction of the overpass above Highway 277 begins with building the bridge abutments (Figure 2 and 3). Each of these structures requires closing one side lane for approximately 10 days.

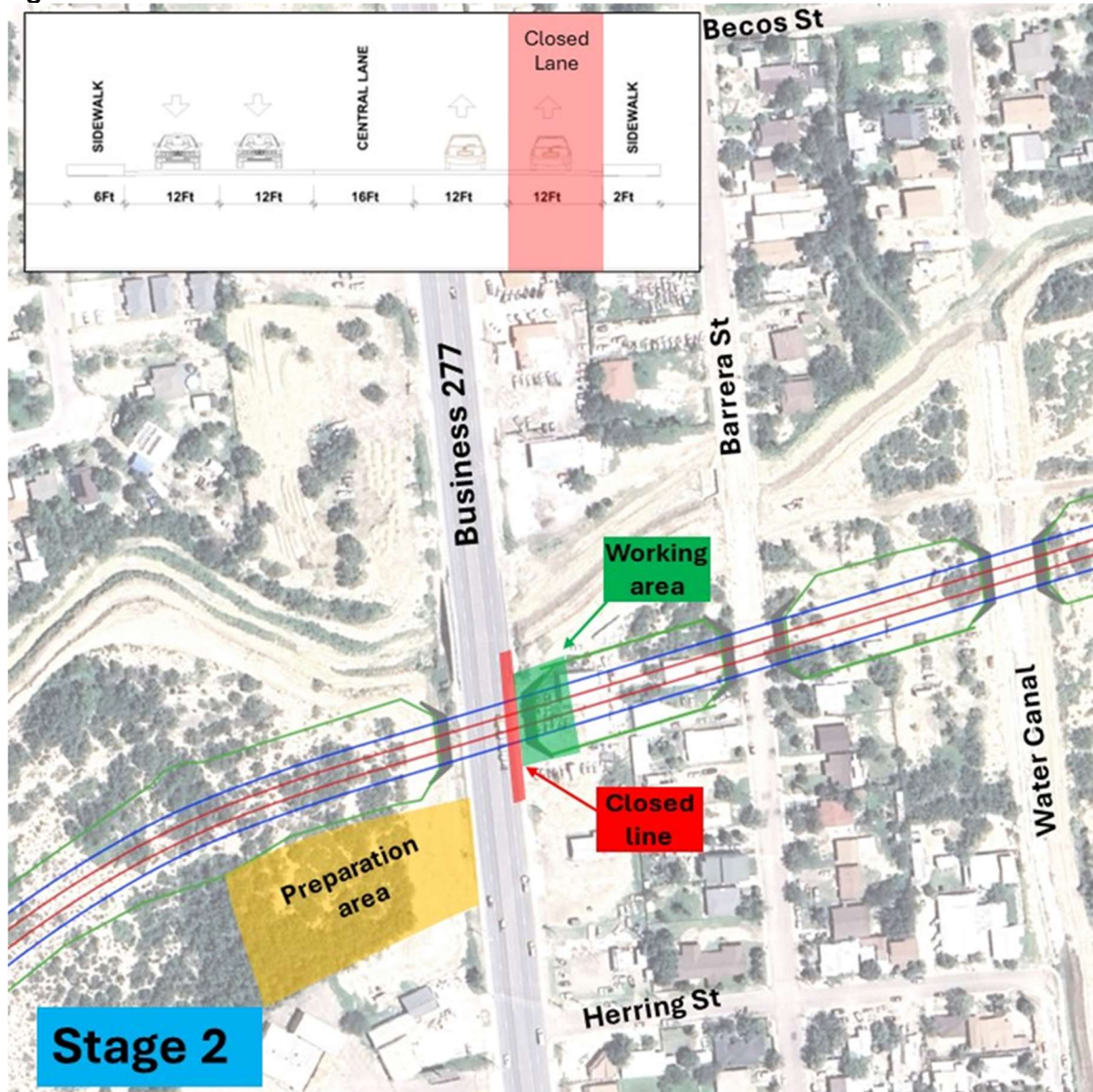
[Answer continued on following page]

Figure 2



[Answer continued on following page]

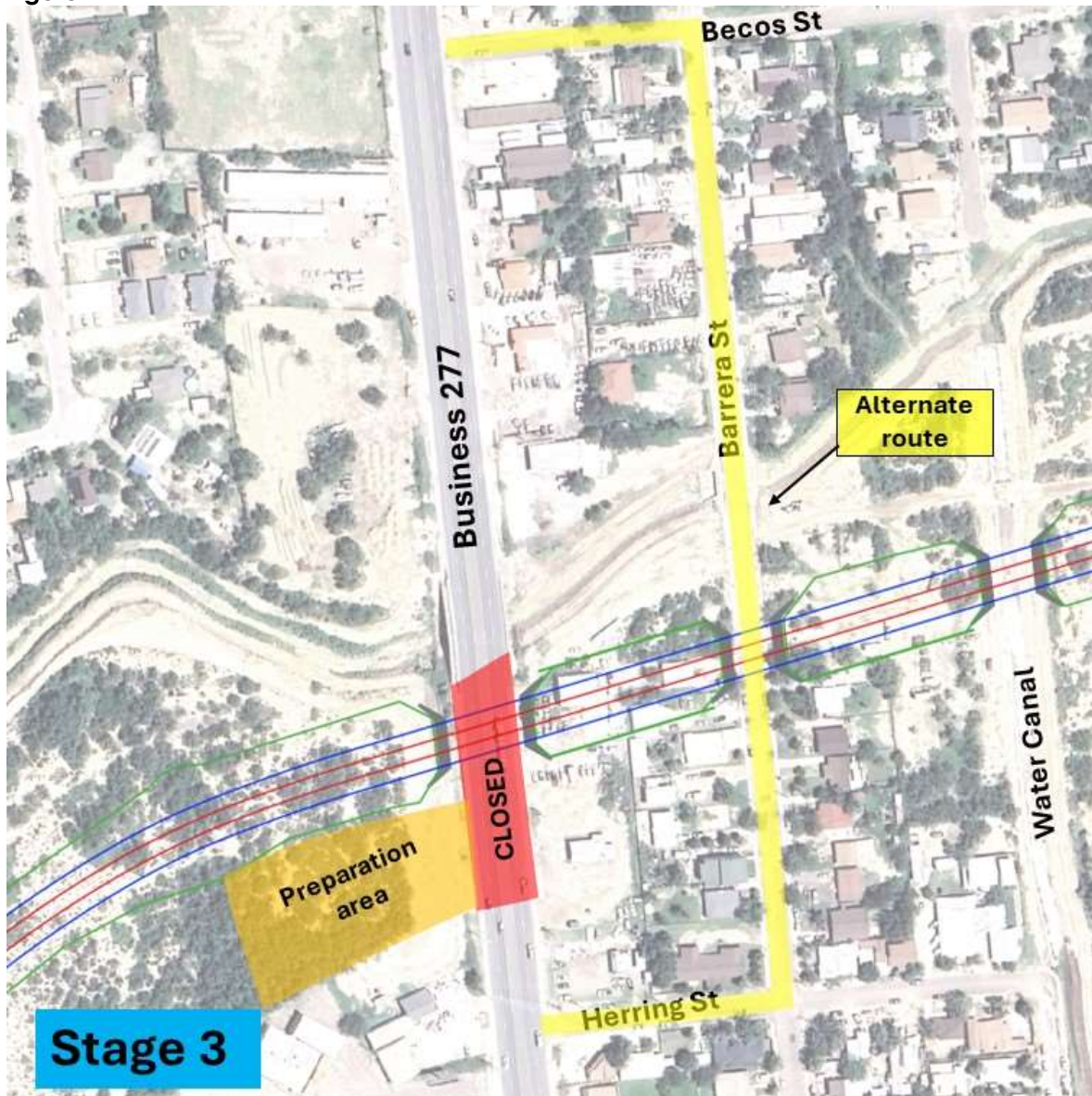
Figure 3



Meanwhile, in the nearby preparation area, the metal bridge structure is fabricated for installation after the abutments are finished. This bridge structure installation process requires closing the roadway for 8 to 10 hours (Figure 4), during this time Barrera St can be used as an alternate route.

Similar procedures apply to constructing the remaining two structures on Barrera Street and the water canal.

Figure 4



2. How many construction workers would be required to construct the Line?

A: For this railroad line construction project, a diverse range of labor is required to ensure its successful completion. Here's a breakdown of the labor needed:

Labor	Qty
General Helper	95
Tradesman Apprentice	12
Masonry Officer	15
Ironworker Officer	16
Carpentry Officer	7
Skilled Tradesman	6
Welder Officer	15
Surveyor	3
Chainman	3
Specialized Machinery Helper	6
Railroad Specialized Operator	3
Railroad Operator	3
Railroad Welder	2
Railroad Welder Helper	2
Bridge Operator	2
Construction Superintendent	3
Civil Engineer specializing in Structures	3
Project Planning and Execution Engineer	3
Resident Civil Engineer	3
Industrial Safety and Hygiene Engineer	6
Budget Engineer	2
Engineering Manager	1
Total	212

This comprehensive labor force, totaling 212 workers, encompasses a wide range of skills and expertise necessary for the successful construction of the railroad line while ensuring safety, quality, and efficiency throughout the project.

3. Provide a description of any physical structures that would be installed in the Line's ROW, including access roads, staging areas, communication towers, siding tracks, etc. Please provide cross sections for any such structures.

A: An area of approximately 42,000 square feet has been designated to accommodate the non-intrusive inspection infrastructure. This will be housed within a steel structure, covered with sheeting for protection. Sufficient space has been allotted to accommodate the inspection equipment, allowing the train and its cargo to circulate safely.

The right-of-way perimeter for the railroad will feature a perimeter fence as an aid in controlling and monitoring the track. This fence will be constructed of posts and wire welded steel mesh, standing 8 ft high, with concertina wire installed on top. To allow the existing wildlife to continue accessing water at the dry creek, the installation of this fence will be partial on the flank adjacent to this natural watercourse. In addition, 3 culverts are planned for stormwater drainage that will facilitate this flow of wildlife to the natural watering area.

In the area closest to houses, an 18ft noise barrier will be installed to reduce noise impacts.

Access roads will be controlled by 10-foot wide steel doors. Topsoil will be removed and filled with compacted base material. The road will be finished with a 10-foot wide gravel coverage for dust control and traction under rainy conditions.

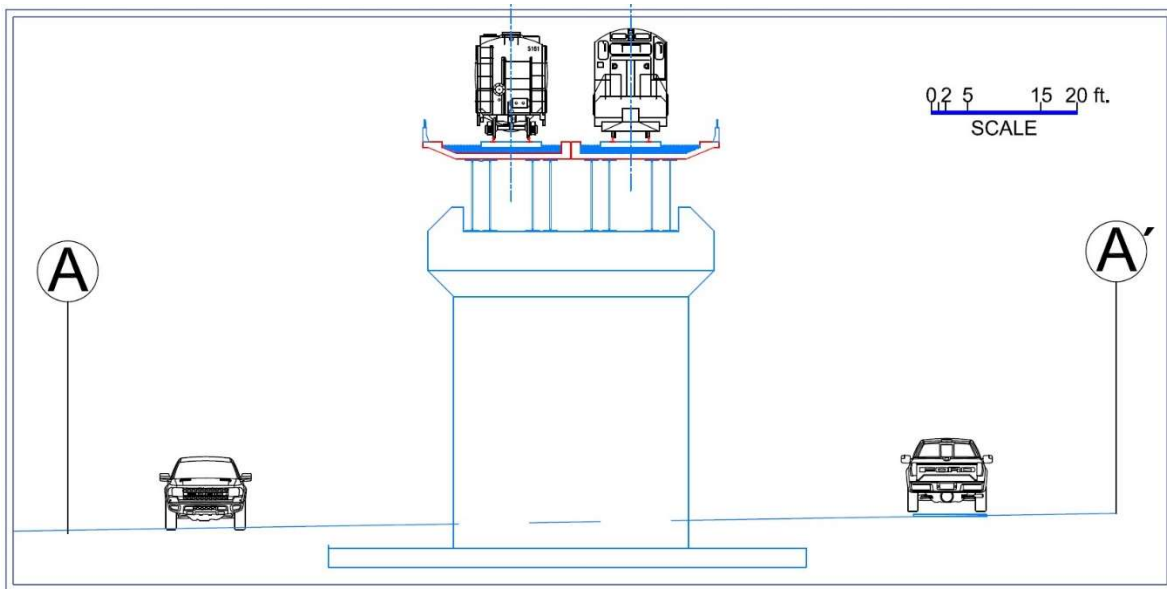
Staging areas will be chain link fenced for delimitation. Surface vegetation will be removed, and the topsoil will be irrigated with water for dust suppression.

Surveillance equipment will be mounted on 50 ft concrete poles, power will be based on a photovoltaic system.

[Answer continued on following page]

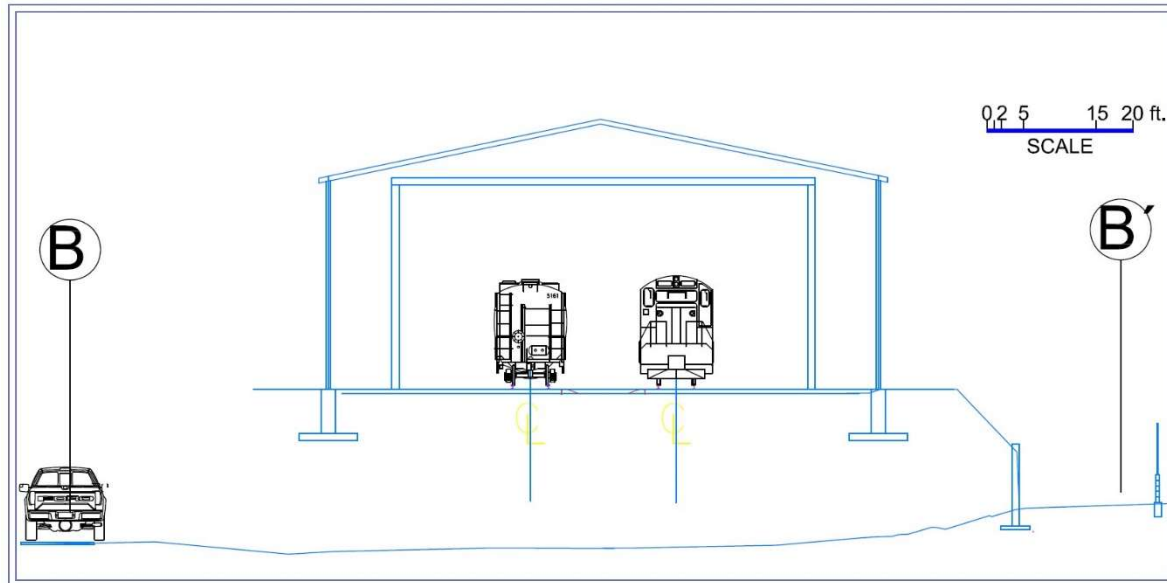
Sections

Section A-A'



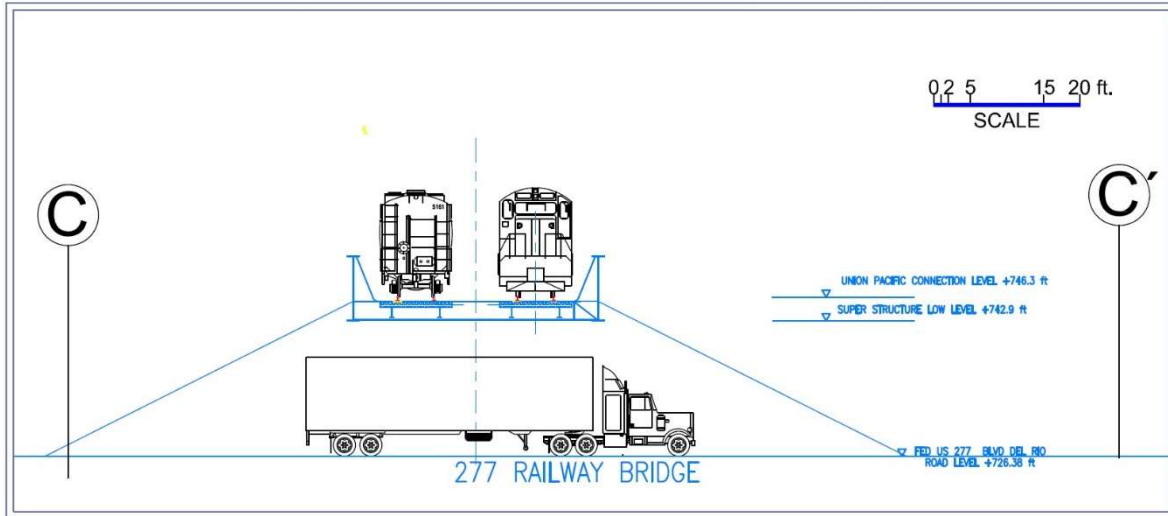
Section of international bridge, with access road on both sides taking advantage of the bridge clearance.

Section B-B'



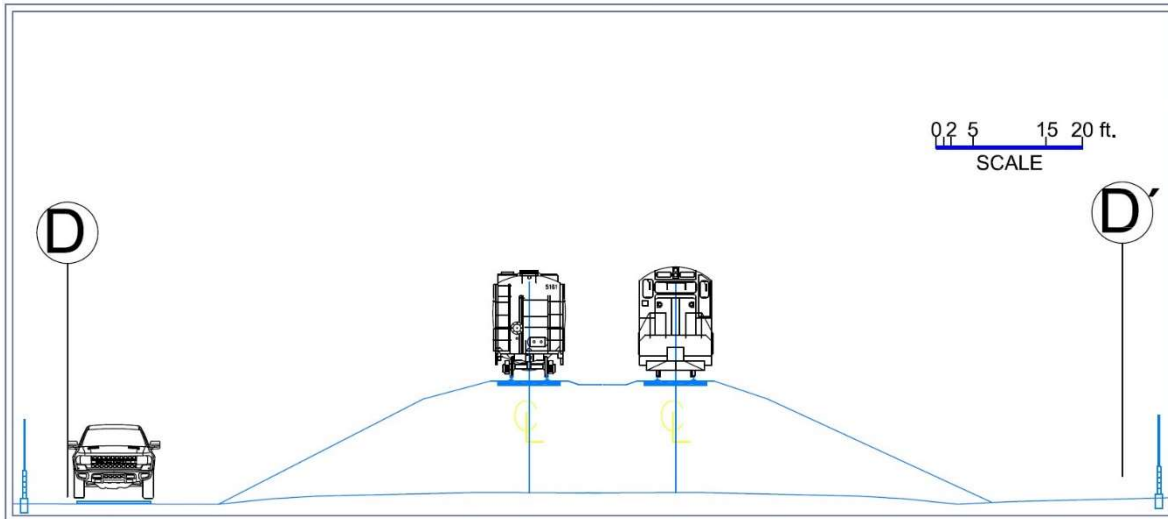
Non-intrusive inspection structures, with service road on the left side and fence on the right side (NE view from the international bridge)

Section C-C'



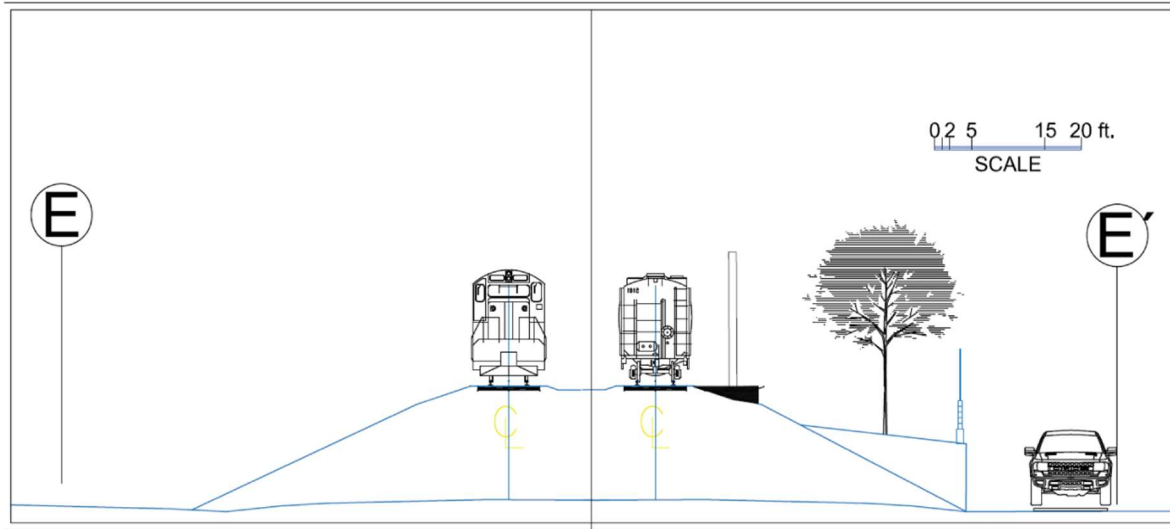
Railroad overpass on the 277 highway (del Rio Boulevard)

Section D-D'



Typical section of railroad track service road on the left and fences on both sides (NE view)

Section E-E'



Typical section of railroad track, with a noise barrier, tree line and fence on the right (NE view)

4. Provide a plan exhibit and geographic information system (GIS) file showing the location of all fencing that would secure the Line.

A: The right-of-way perimeter for the railroad will feature a perimeter fence as an aid in controlling and monitoring the track.

This fence will be constructed of steel posts and wire welded steel mesh, standing 8 ft high, with concertina wire installed on top.

To allow the existing wildlife to continue accessing water at the dry creek, the installation of this fence will be partial on the flank adjacent to this natural watercourse. Additionally, 3 culverts are planned for stormwater drainage that will facilitate this flow of wildlife to the natural watering area.

5. Provide a map and GIS file showing the location of all proposed property acquisitions, including residences and businesses that the Line would displace.

A: Maps are provided at the link and incorporated into a folder identified as "01 The Line - Construction – Q05".

6. Provide a more detailed written description of the Construction Plan described in Chapter 7 of the Presidential Permit Application that would apply to the Line. The detailed plan should include the duration of work in months and phases of the proposed construction activity. This should correlate with question 7 below. Additionally, provide an updated, more detailed, and readable (higher resolution) Gantt Chart Schedule (PDF format is acceptable), as shown in Exhibit 7.1 of the Presidential Permit Application.

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

Phase 1.- EARTHWORKS

Duration of work: 5 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: 4 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 feet 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 feet 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: 13 months

The construction process is very similar. We start with layout and leveling, establishing field references for the construction area. We continue with excavation and clearing, scarifying, and compacting the bottom. The 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. Then 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

BRIDGES OVER ROADWAYS AND CULVERTS.

Duration of work: 6 months

We start with layout and leveling, establishing field references for the construction area. We 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

Duration of work: 4 months.

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

Duration of work: 3 months

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.

7. Provide an estimate of the proposed construction equipment likely to be used to construct the Line. This estimate should include construction equipment per activity (e.g. earthwork, site preparation, excavation, foundations, superstructure, fit-out), including quantity of equipment, horsepower, fuel type, daily utilization rate (percentage), and operating working hours by month/quarter.

A: A spreadsheet is provided at the link and incorporated into a folder identified as "01 The Line - Construction – Q07."

Rail Operations

1. What would the operating hours be for rail operations on the Line?

A: Operating hours for the rail line would be 24/7, representing continuance of today's 24/7 rail border crossing operations.

2. Provide the number of trains per day (total, and in each direction) that would use the Line based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board.

A: Our current expectations are 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 no material change from today's estimated 8 daily trains in each direction (a total of 16 daily trains).

This estimate is derived from U.S. Department of Transportation data displaying the number of train border entries at Eagle Pass, TX. Over the past three years, the average daily northbound border crossings range between 7-8 trains. The estimate assumes an equal number of southbound crossings to total 16 trains per day.

DOT data is accessible at:

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

3. Provide the anticipated average train speed on the Line.

A: An average train speed of approximately 20 miles per hour has been estimated for the US portion of the line.

Other Parts of the proposed PVGTB Project

Construction

1. Would construction of the other parts of the proposed PVGTB Project result in any temporary disturbance outside the permanent limits of disturbance? For example, please provide any known information on planned utility easements, laydown and storage areas, and construction access roads.

A: The only planned temporary disturbance consist of an intersection on the FM1589 to allow the traffic from the inspection area to turn and merge on a T-shaped structure. This disturbance will be temporary and consist of one stage. The works involved include the connection of the Inspection Facilities to the FM1589 on a new intersection. This works will require signaling and 10 days will be required to complete this stage.



2. Provide a plan exhibit and GIS file showing the location of all fencing that would secure the other parts of the PVGTB Project.

A: Maps are provided at the link and incorporated into a folder identified as "02 Other Parts -Construction – Q02."

3. How many construction workers would be required to construct the other parts of the PVGTB Project?

A: For the other parts of the PV project, a diverse range of labor is required to ensure its successful completion. Here's a breakdown of the labor needed:

Labor	Qty
General Helper	60
Operator's Helper	4
Foreman	4
Loader	16
Ironworker Officer	8
Officer "B"	8
Specialist Officer	4
Carpentry Officer	8
Officer "A"	8
Surveyor	4
Laboratory Technician	4
Sampler	4
Data Entry Clerk	4
Heavy Equipment Operator "A"	52
Heavy Equipment Operator "B"	8
Heavy Equipment Operator "C"	8
Transport Equipment Operator	8
Land Vehicle Operator	8
Minor Equipment Operator	8
Surveillance Technician	4
Raker	4
Total	236

4. Provide a more detailed written description of the Construction Plan for the other parts of the proposed PVGTB Project described in Chapter 7 of the Presidential Permit Application. The detailed description should include the duration of work in months and phases of the proposed construction activity. This should correlate with question 5 below. Additionally, provide an updated, more detailed, and readable (higher resolution) Gantt Chart Schedule (PDF format is acceptable), as shown in Exhibit 7.1 of the Presidential Permit Application.

A: 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.

Project Phases:

Phase 1: Roadway Earthworks and Platform Fillings (9 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 (3 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: Inspection Tower (6 months):

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 (6 months), Secondary Inspection Warehouse (5 months), and FMCSA Building (4 months):

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 (13 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 (3 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 (2 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.

5. Provide an estimate of the proposed construction equipment likely to be used during construction of the other parts of the PVGTB Project. This should include an estimate for proposed construction equipment per activity (e.g. earthwork, site preparation, excavation, foundations, superstructure, fit-out), including quantity of equipment, horsepower, fuel type, daily utilization rate (percentage), operating working hours by month/quarter. See Attachment 1 example table and choose one of the examples to submit. Additionally, include an estimate of the duration of earthwork activities (hours of earth work by month/quarter, similar to equipment hours). See examples in Attachment 1.

A: A spreadsheet is provided at the link and incorporated into a folder identified as "02 Other Parts – Construction Q05"

Other Parts - Operations

1. What would the operating hours be for the proposed rail and commercial vehicle inspection facilities? The Presidential Permit Application indicates that the planned PVGTB Project will offer 24/7 processing for Customs-Trade Partnership Against Terrorism or Free and Secure Trade-compliant commercial vehicles but does not appear to provide hours for inspection of other commercial vehicles.

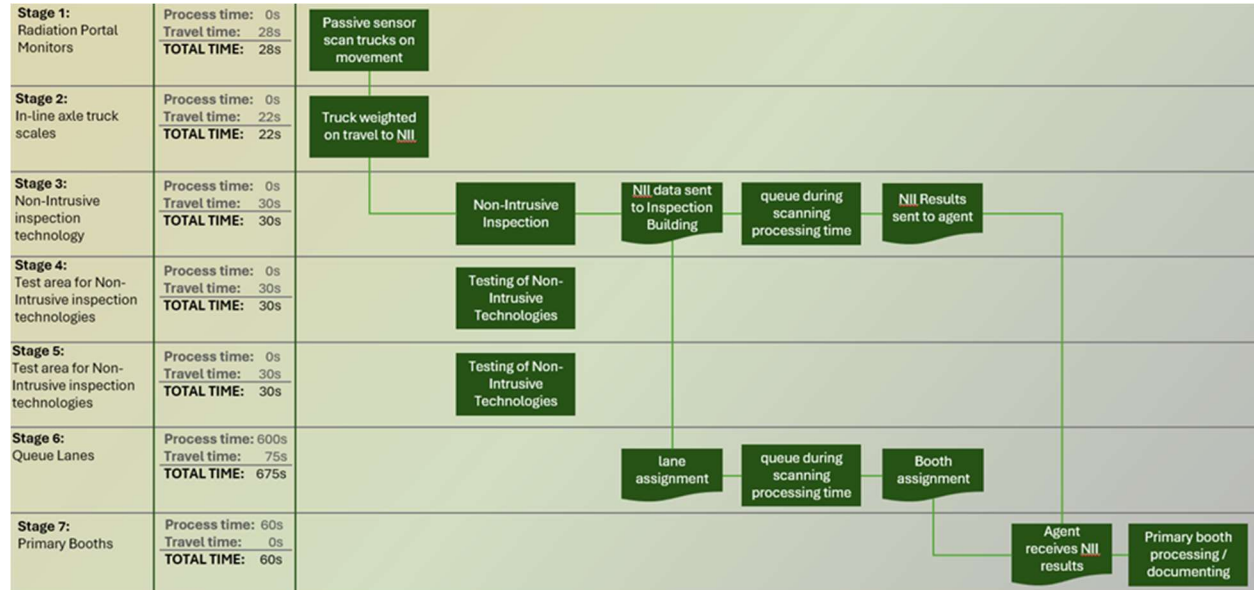
A: Rail inspections are expected to be conducted 24/7, a continuance of current 24/7 rail border operating practices at the Eagle Pass Port of Entry. Normal commercial vehicle processing hours are expected to be from 8:00am-10:45pm Monday-Friday and 8:00am-2:00pm on Saturday/Sunday. Select secure and compliant commercial vehicle loads (e.g. CTPAT/FAST) will be allowed to cross 24/7.

2. Provide the expected average commercial vehicle idling delay time (delay per vehicle in minutes or seconds per vehicle) at the proposed commercial vehicle inspection facilities. Exhibit 3.10 of the Presidential Permit Application appears to provide that information, but the resolution of the figure makes it illegible.

A: The facility is designed for "slow-roll" operations for efficient and expedient crossings with little to no waiting. In contrast to the majority of ports in operation today, we do not anticipate any idling on the Mexican side of the border. In total, the entire average duration from entering the radiation portal monitors (Stage 1) to exiting the primary booth (Stage 7) is expected to be under 15 minutes, of which approximately 11 minutes may be spent idling.

Idling may be required in the queue lanes (Stage 6) for approximately 600 seconds while non-intrusive inspections are adjudicated. Idling may also be required for approximately 60 seconds at the primary booths (Stage 7) for interactions with the inspections officer.

Processing and travel times for the various steps as outlined in Exhibit 3.10 of the Presidential Permit Application are below.



3. Provide an estimate of the number of workers needed to operate the proposed commercial vehicle inspection facilities.

A: In total, we estimate approximately 45 individuals will be needed to operate our vehicular and rail inspections. 25 or fewer of these individuals are expected to run these operations at any given time. Most, if not all, of these individuals are expected to be reassigned from existing commercial operations at the Eagle Pass POE for no net increase in staffing.

4. Provide information on lighting that would be associated with the other parts of the PVGTB project. Specifically,
 - a. Describe the location of lighting that would be used for construction and operations of the other parts of the PVGTB Project.

A: For the Construction stage, 6 lighting towers will be used, distributed at each work front, along with intermittent lights to divert traffic. For Operation, LED lamps will be used for road lighting, mounted on metal poles, each 21 feet high and spaced 100 feet apart.

- b. Describe the proposed lighting types (e.g., fixed lighting, flashing safety lights, etc.).

A: For the Construction stage, 6 fixed LED lighting towers equipped with a gasoline engine will be used.

Technical Specifications of the lighting tower:

- Operating Voltage: 120V
- Lamp Configuration: Fixed
- Mast: 3 sections
- Maximum Height: 28 ft
- Fuel Tank Capacity: 17 Gal
- Lighting Coverage: 5 to 7 acre
- Trailer Connector Type: 4 poles

For Operation, fixed road lighting will be mounted on metal poles, each 21 feet high and spaced 100 feet apart.

- c. Describe whether the proposed lighting would be full cut off light fixtures, i.e., downward facing.

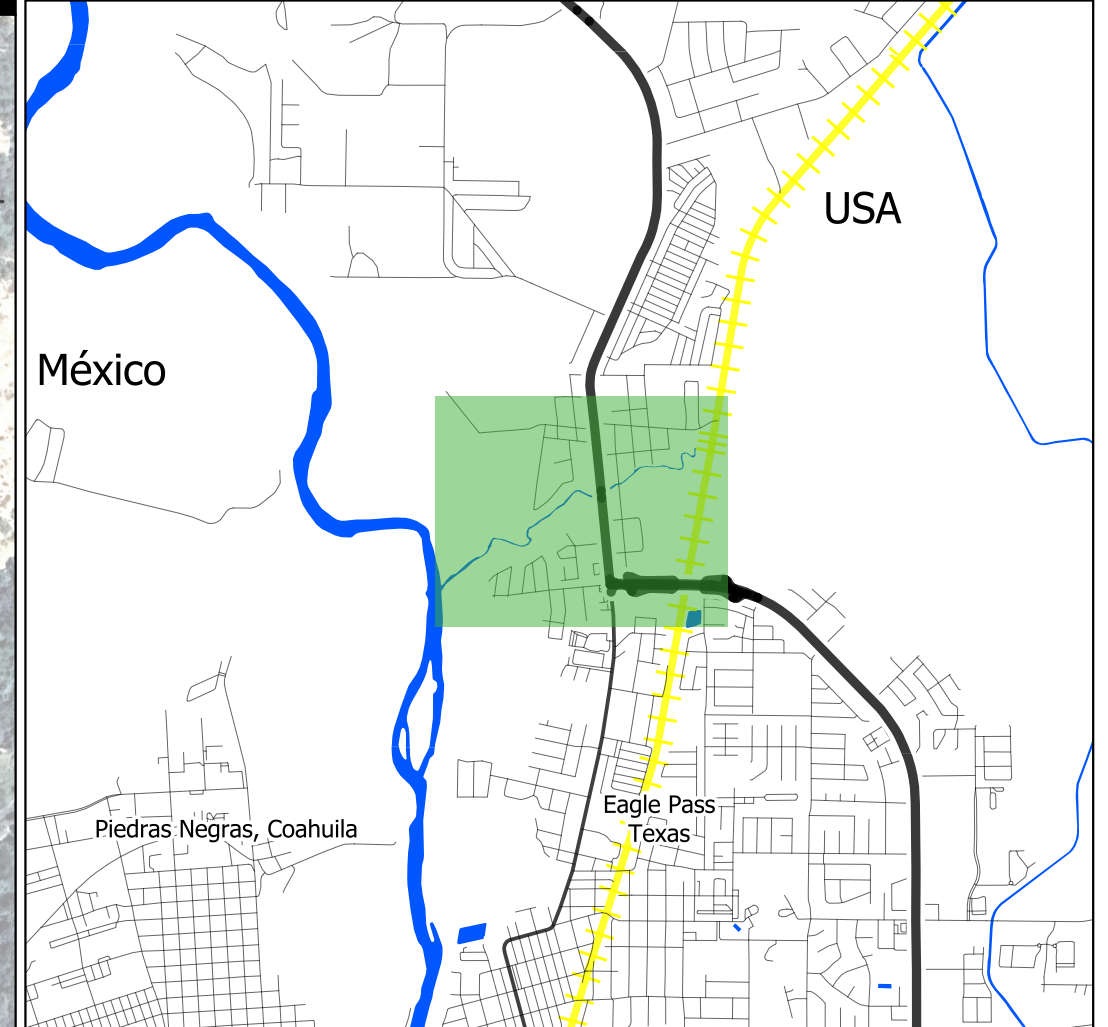
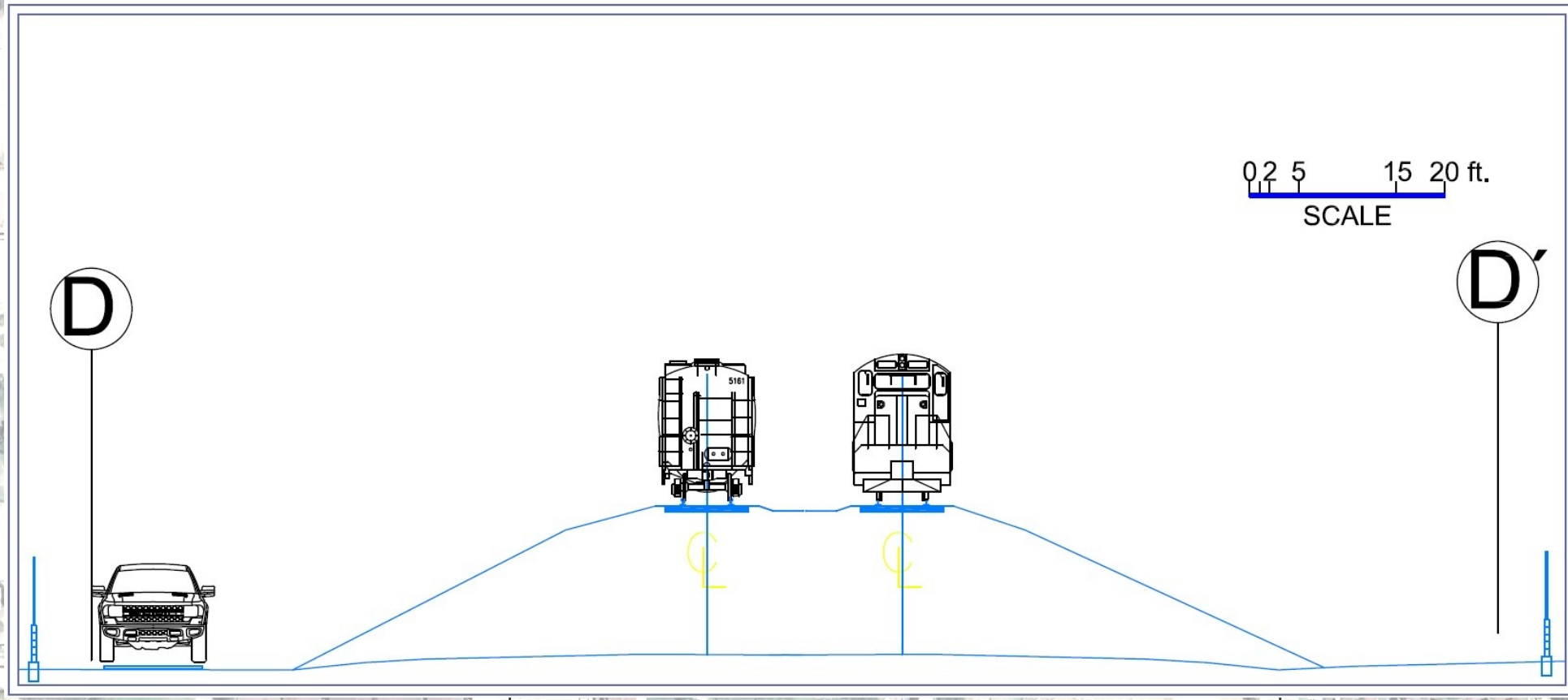
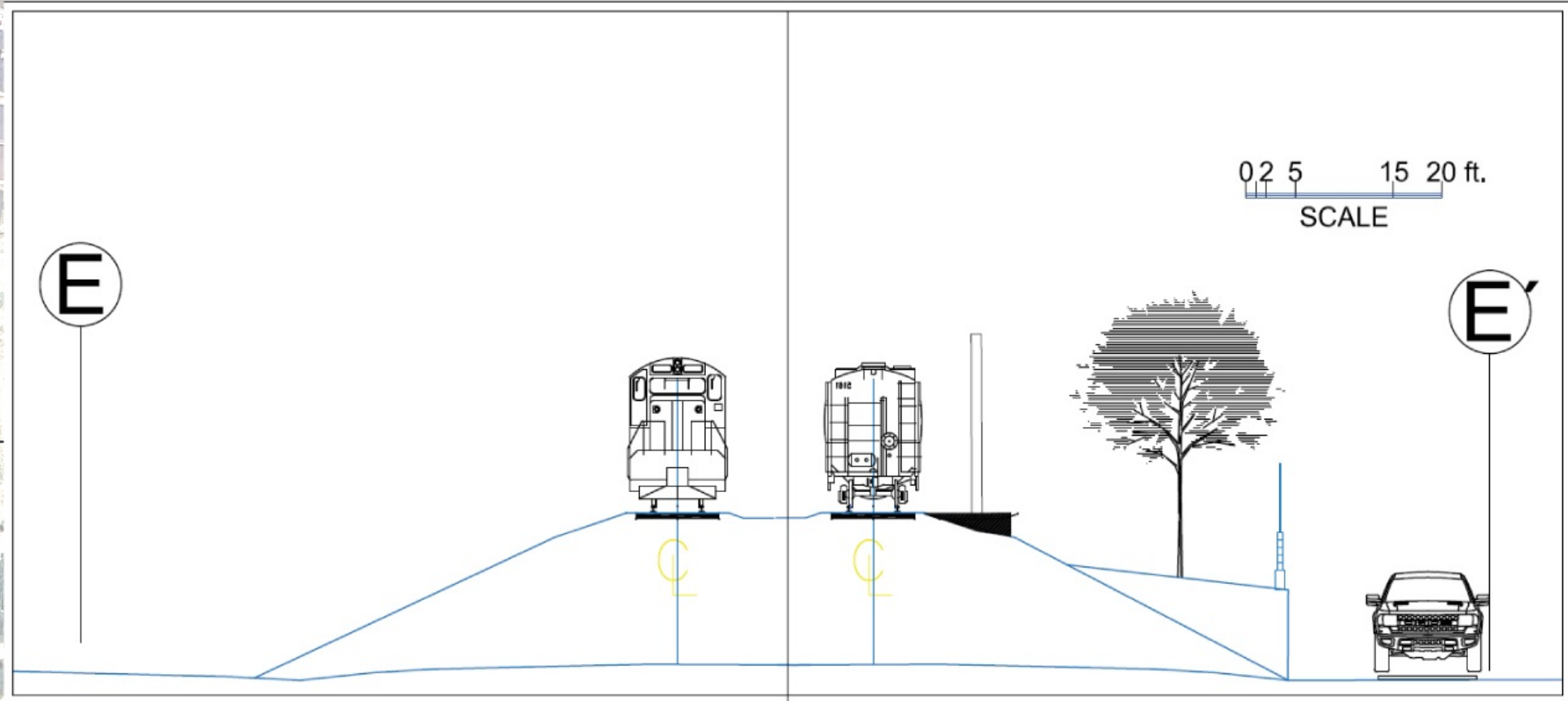
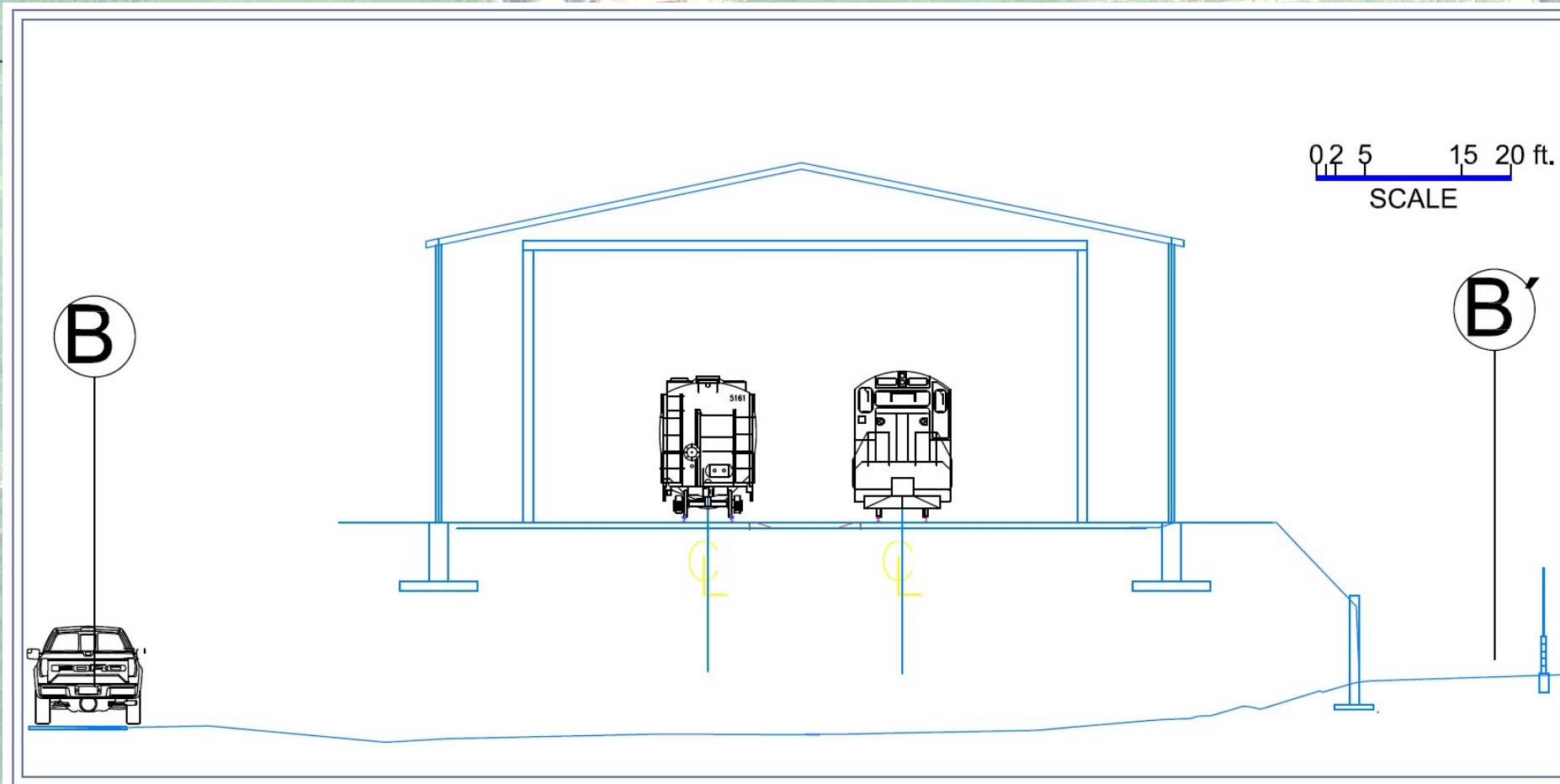
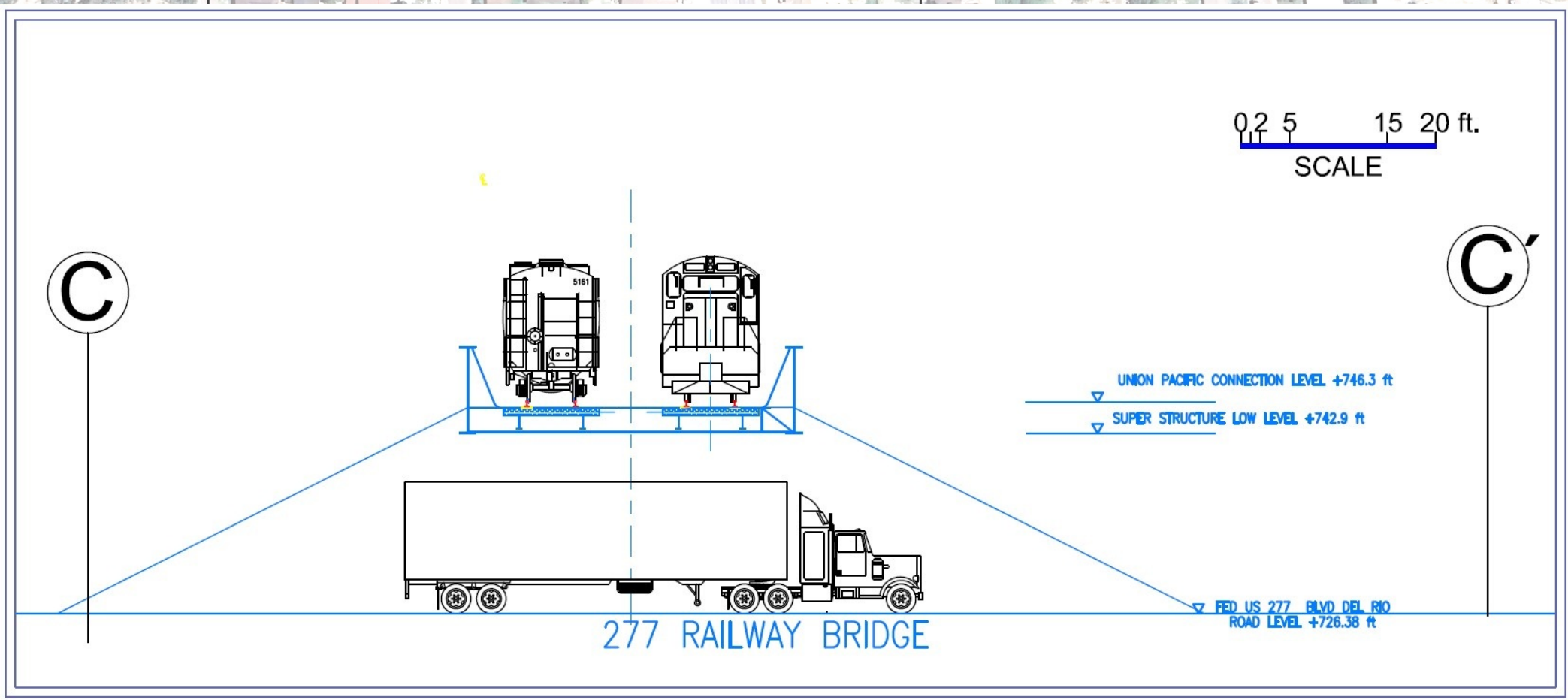
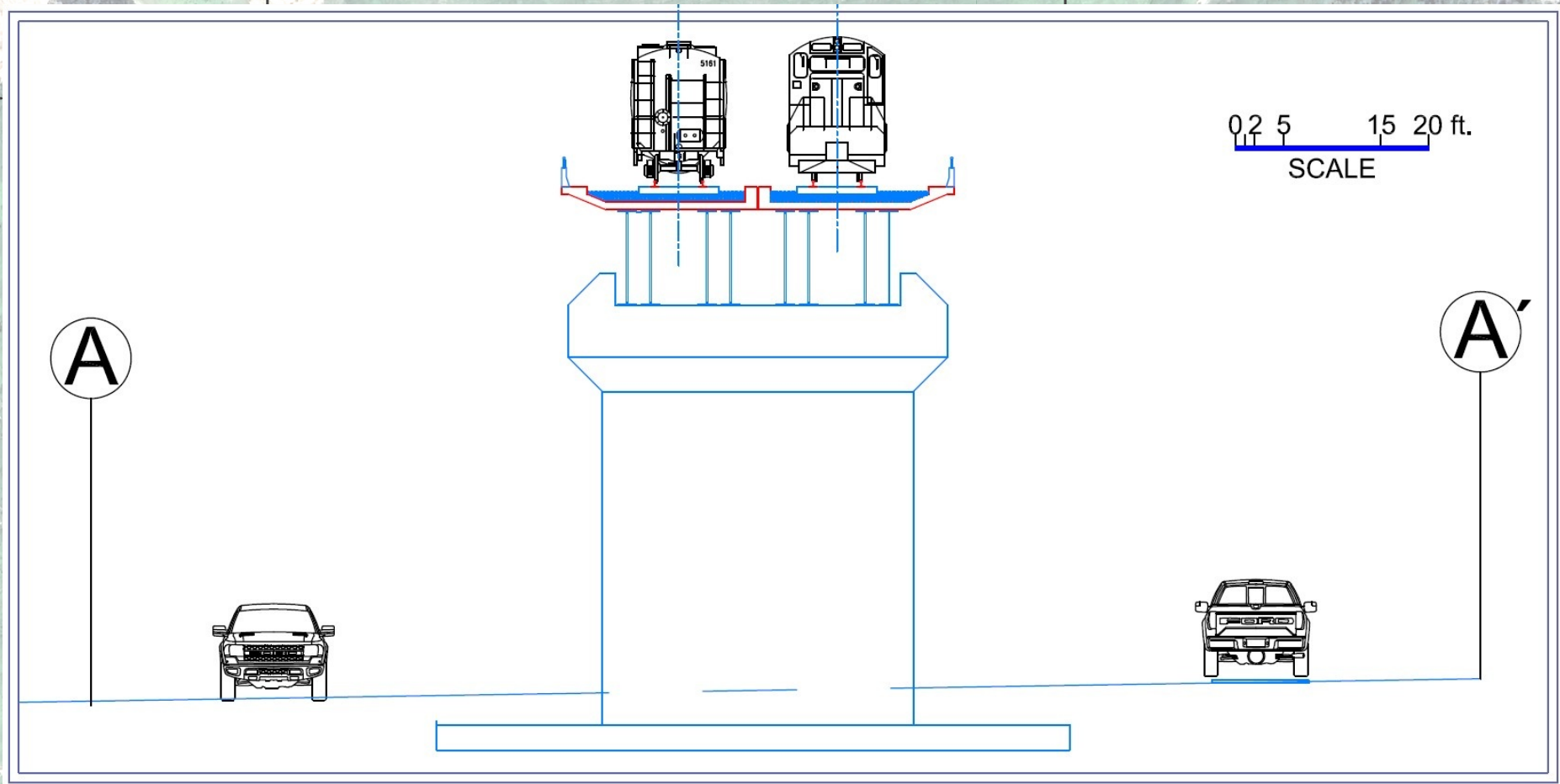
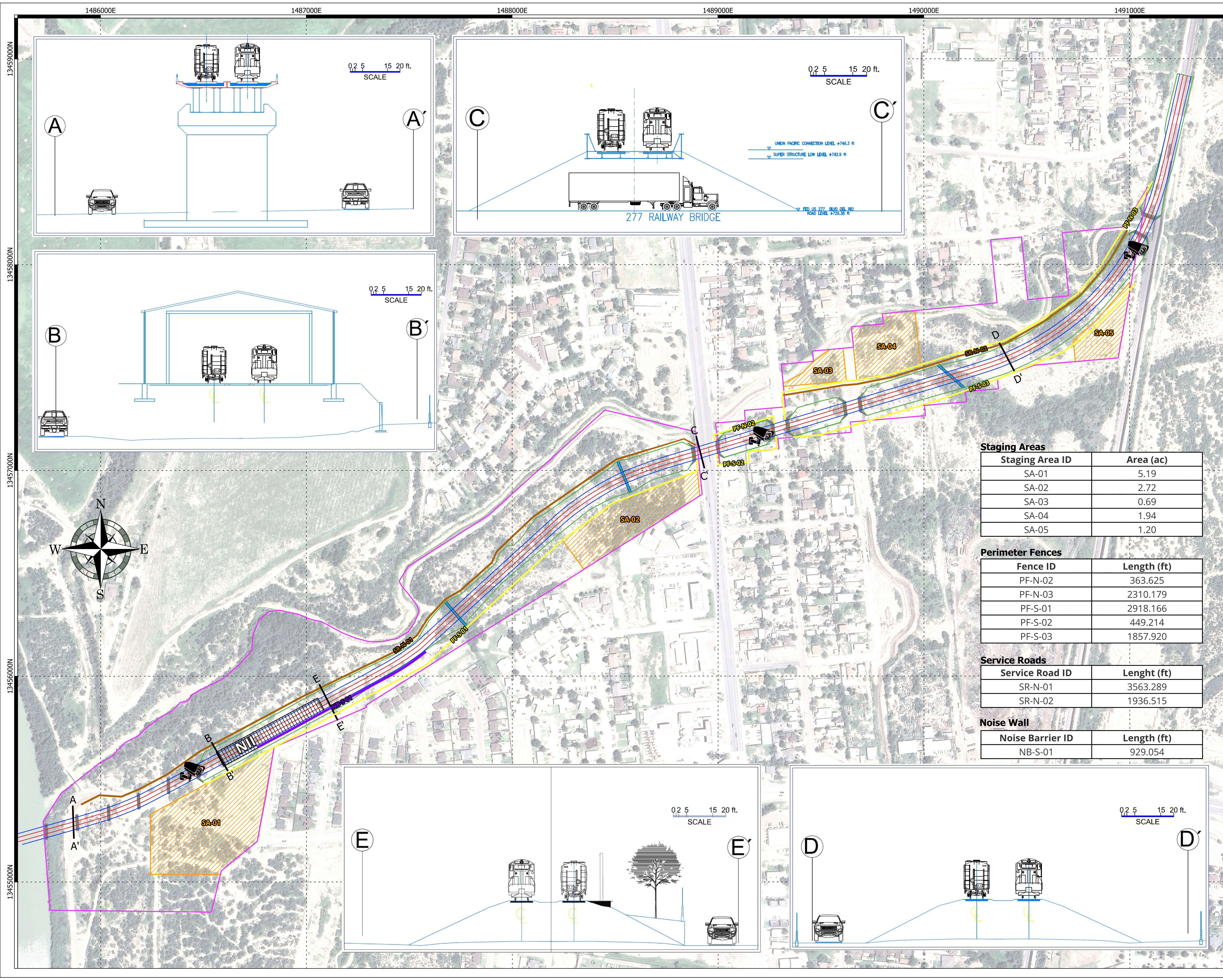
A: Both the 28-feet tall lighting towers used in the construction stage and the road lighting installed on 21-feet tall lamp posts will be downward-oriented, providing completely cut-off lighting.

Sincerely,



Justin J. Marks
Counsel to Green Eagle Railroad, LLC





Legend

- Water
- Main Road
- Secondary Roads
- Existing Railroad
- Ballast Boundary
- Rail Track Centerline
- Embankment Boundary
- Bridge Structures
- Culverts_polygon
- Staging areas
- Service Road
- Fences
- Proposed properties for ROW
- Noise Barrier
- Fence ID
- Service Road ID
- Staging area ID
- Railroad NII Infrastructure
- Surveillance Infrastructure

PF-S-03 Fence ID
SR-N-02 Service Road ID
SA-04 Staging area ID
NII Railroad NII Infrastructure
 Surveillance Infrastructure

Staging Areas

Staging Area ID	Area (ac)
SA-01	5.19
SA-02	2.72
SA-03	0.69
SA-04	1.94
SA-05	1.20

Perimeter Fences

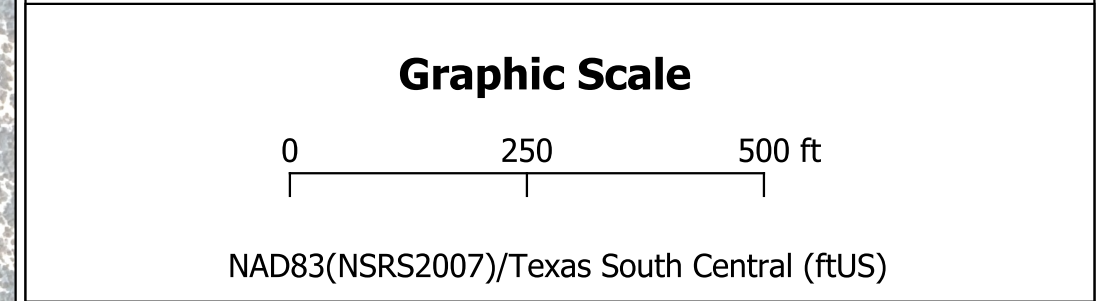
Fence ID	Length (ft)
PF-N-02	363.625
PF-N-03	2310.179
PF-S-01	2918.166
PF-S-02	449.214
PF-S-03	1857.920

Service Roads

Service Road ID	Lenght (ft)
SR-N-01	3563.289
SR-N-02	1936.515

Noise Wall

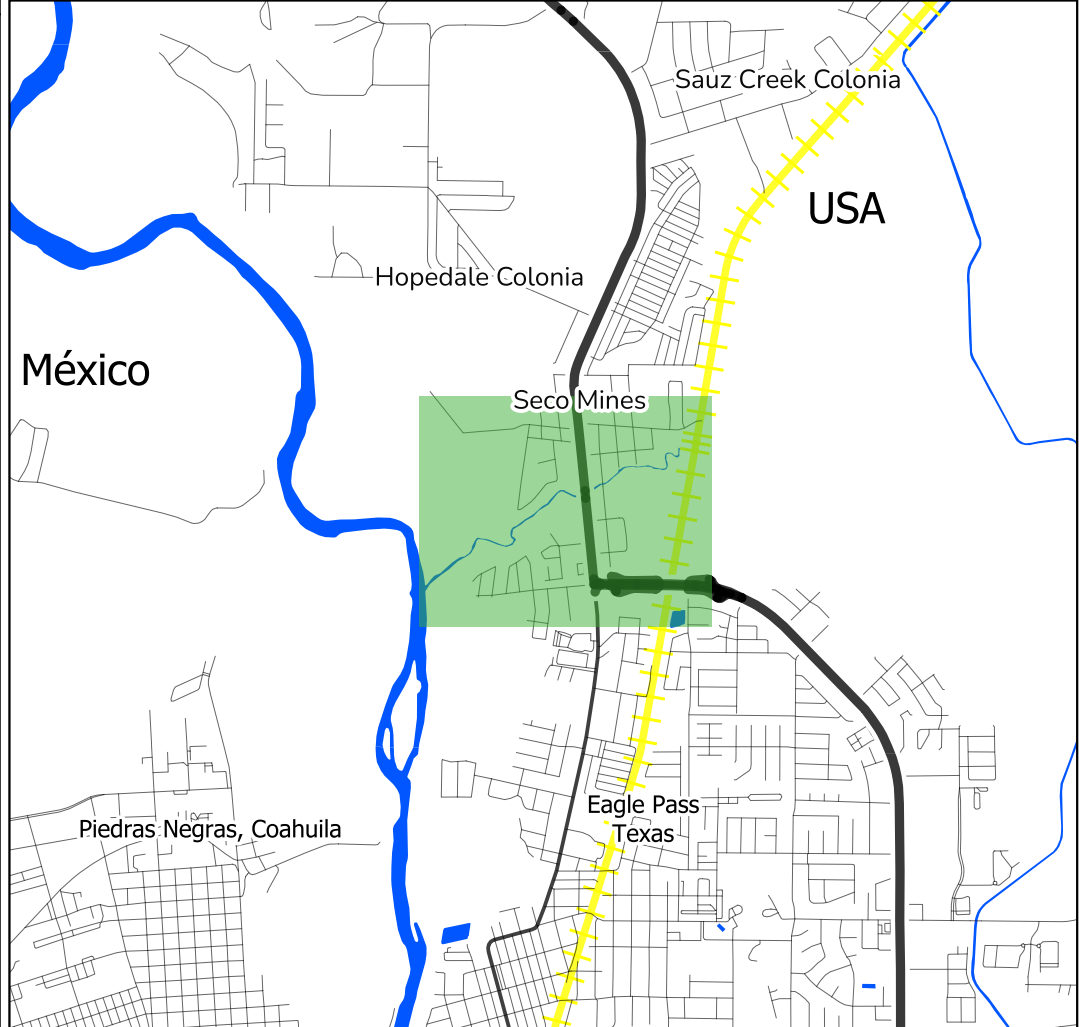
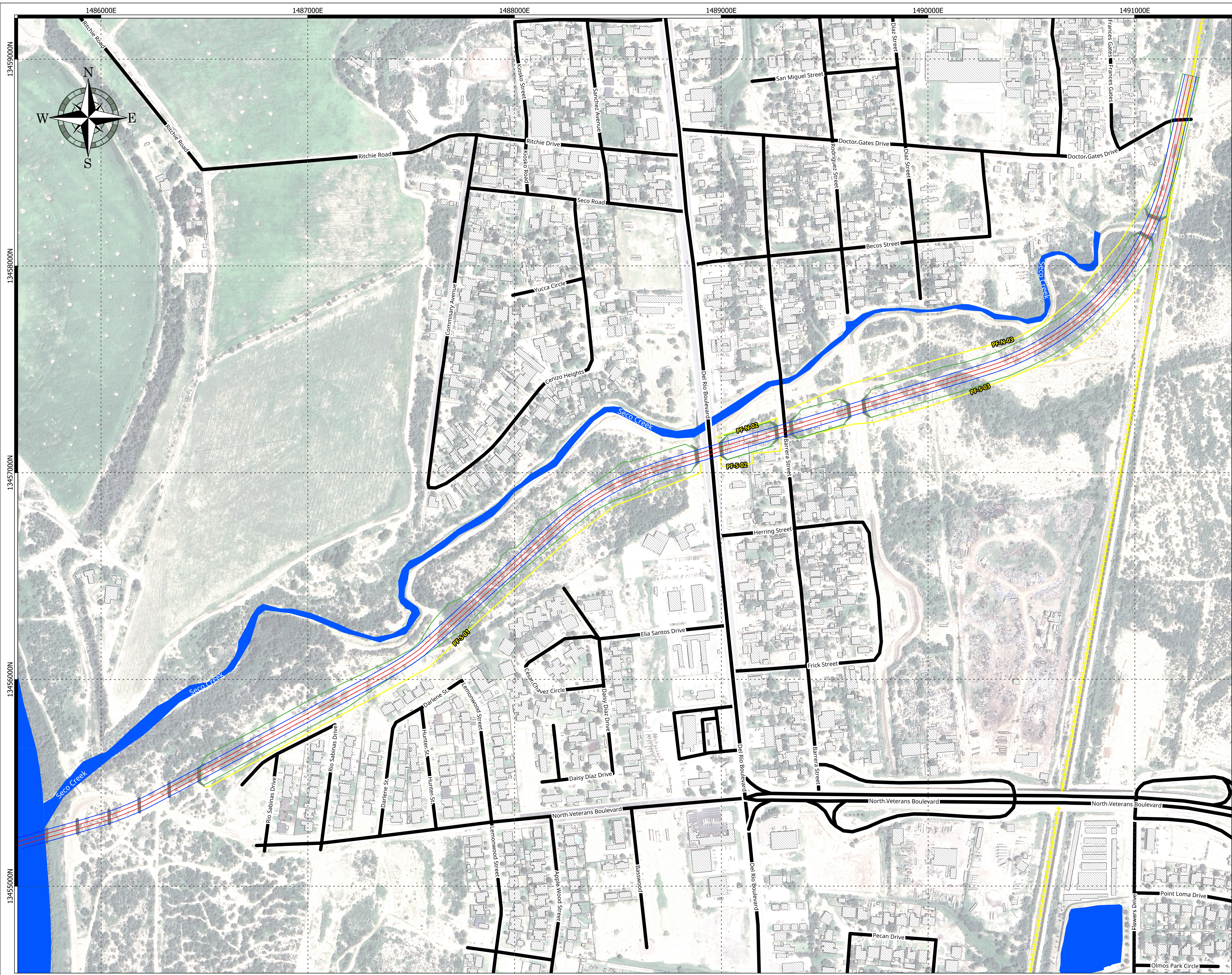
Noise Barrier ID	Length (ft)
NB-S-01	929.054



PUERTO VERDE
GLOBAL TRADE BRIDGE

Green Eagle Railroad Project
Preliminary Engineering

Proposed railroad equipment and infrastructure		
Code: PVGTB-US-OEA-03	Units: feet	Scale: Indicated
Type: General	Location: Eagle Pass, Texas	
Designed by: R Soto	Date: July 1st, 2024	
Drawn by: R Soto	Approved: Israel Villarreal	
File name: Master Plan 04OCT2023.qgz	Version: 02	



Legend

- Water
- Main Road
- Secondary Roads
- Railroad
- Track centerline
- Ballast boundary
- Embankment boundary
- Perimeter Fencing
- Fence ID

Summary table	
Fence ID	Length (ft)
PF-N-02	364
PF-N-03	2,184
PF-S-01	2,918
PF-S-02	449
PF-S-03	1,863

Graphic Scale

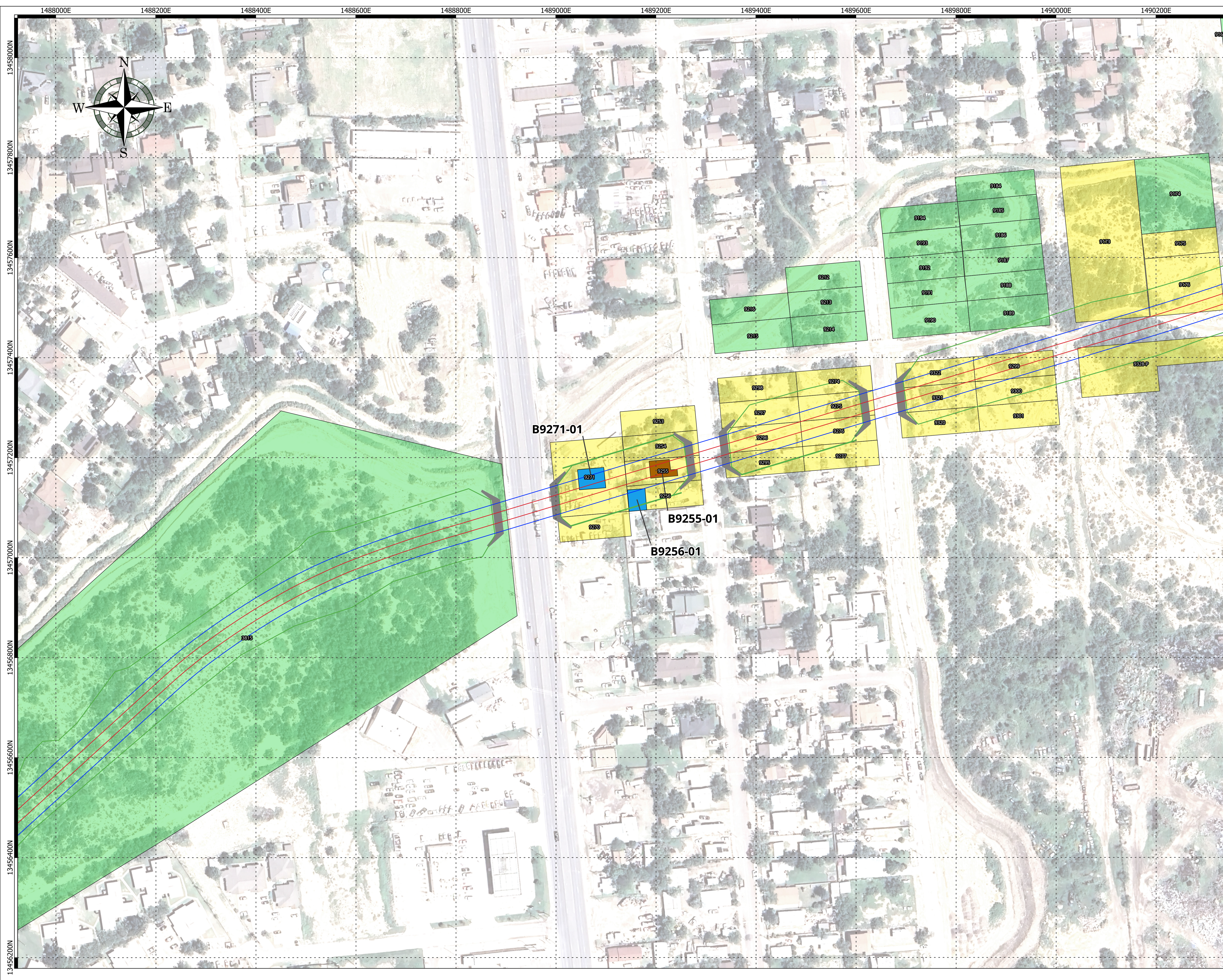
0 250 500 ft

NAD83(NSRS2007)/Texas South Central (ftUS)

PUERTO VERDE
GLOBAL TRADE BRIDGE

Green Eagle Railroad Project
Preliminary Engineering

Perimeter Fencing		
Code: PVGTB-US-OEA-04	Units: feet	Scale: Indicated
Type: General	Location: Eagle Pass, Texas	
Designed by: R Soto		Date: april 10th, 2024
Drawn by: R Soto		Approved: Israel Villarreal
File name: Master Plan 04OCT2023.qgz		Version: 01



Legend

- Water
- Main Road
- Secondary Roads
- Railroad
- Track centerline
- Ballast boundary
- Embankment boundary

Property Class

- Owned
- Proposed aquisition

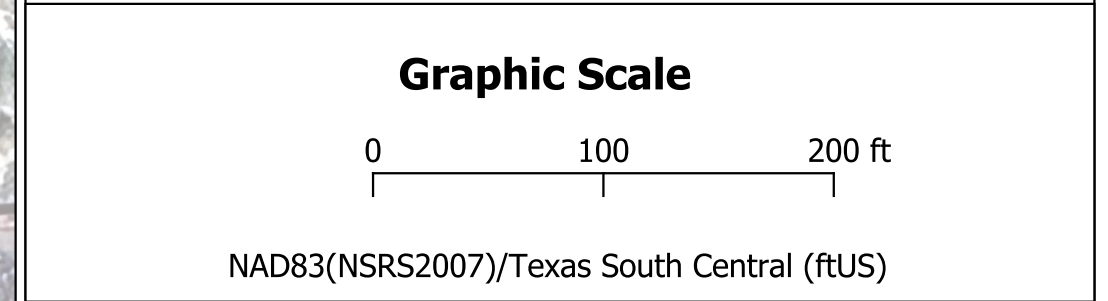
Buildings

- Commercial
- Residential

9159 Property ID
9158 Building ID

Summary table

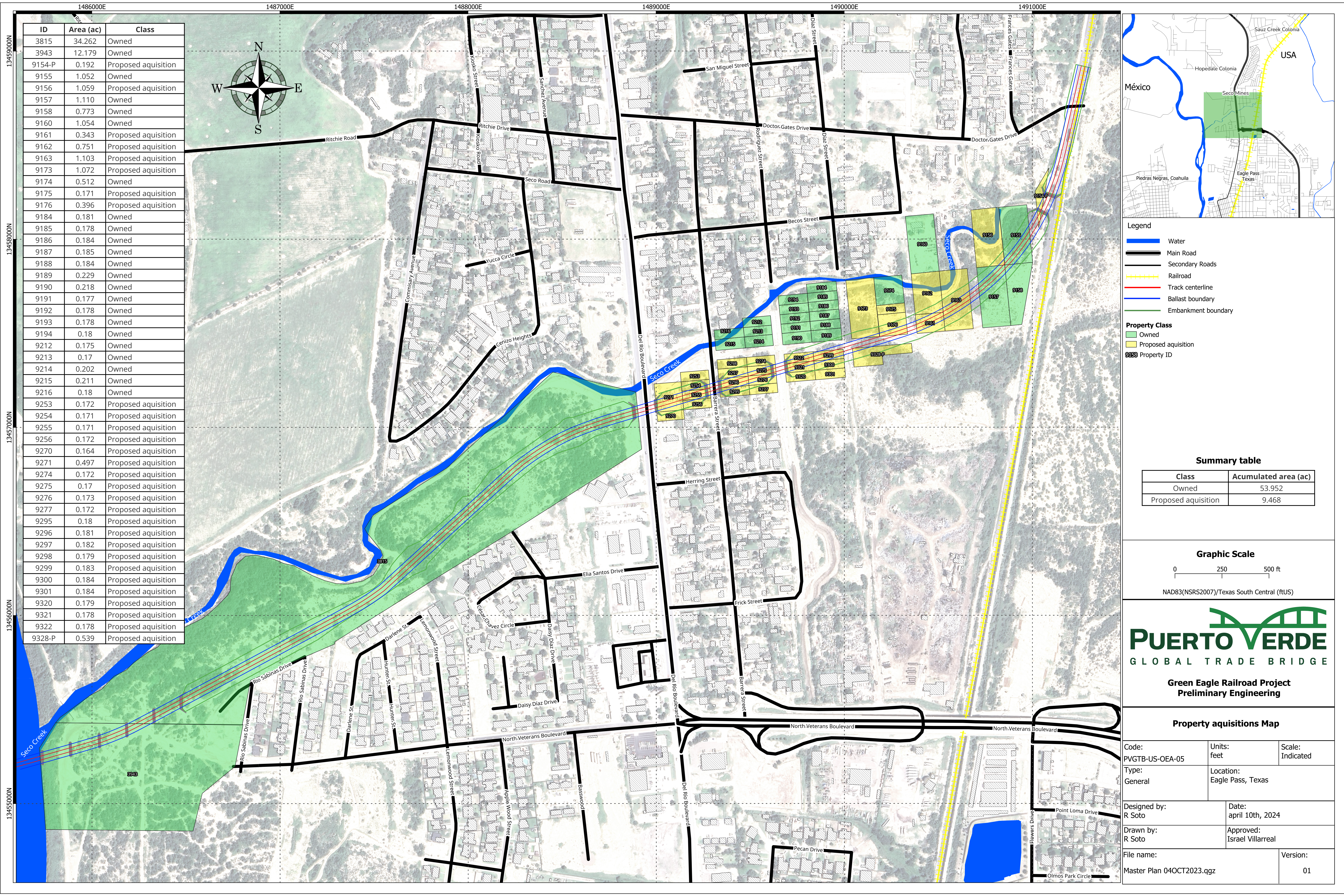
Building ID	Type	Area (ac)
B9255-01	Residential	1,580.44
B9256-01	Commercial	1,520.32
B9271-01	Commercial	2,147.65



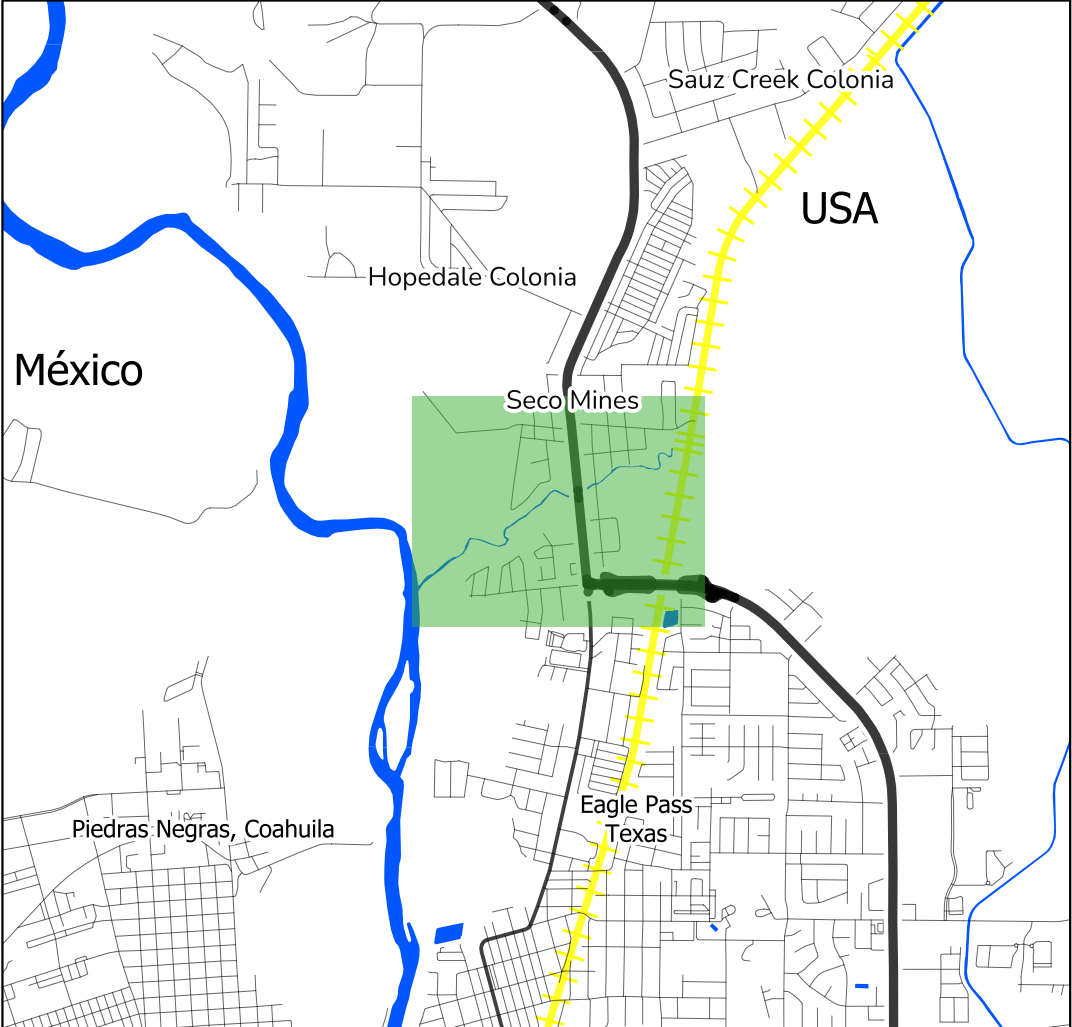
PUERTO VERDE
GLOBAL TRADE BRIDGE

Green Eagle Railroad Project
Preliminary Engineering

Buildings to be displaced by the project		
Code: PVGTB-US-OEA-05B	Units: feet	Scale: Indicated
Type: General	Location: Eagle Pass, Texas	
Designed by: R Soto	Date: july 1st, 2024	
Drawn by: R Soto	Approved: Israel Villarreal	
File name: Master Plan 04OCT2023.qgz		Version: 02



ID	Area (ac)	Class
3815	34.262	Owned
3943	12.179	Owned
9154-P	0.192	Proposed aquisition
9155	1.052	Owned
9156	1.059	Proposed aquisition
9157	1.110	Owned
9158	0.773	Owned
9160	1.054	Owned
9161	0.343	Proposed aquisition
9162	0.751	Proposed aquisition
9163	1.103	Proposed aquisition
9173	1.072	Proposed aquisition
9174	0.512	Owned
9175	0.171	Proposed aquisition
9176	0.396	Proposed aquisition
9184	0.181	Owned
9185	0.178	Owned
9186	0.184	Owned
9187	0.185	Owned
9188	0.184	Owned
9189	0.229	Owned
9190	0.218	Owned
9191	0.177	Owned
9192	0.178	Owned
9193	0.178	Owned
9194	0.18	Owned
9212	0.175	Owned
9213	0.17	Owned
9214	0.202	Owned
9215	0.211	Owned
9216	0.18	Owned
9253	0.172	Proposed aquisition
9254	0.171	Proposed aquisition
9255	0.171	Proposed aquisition
9256	0.172	Proposed aquisition
9270	0.164	Proposed aquisition
9271	0.497	Proposed aquisition
9274	0.172	Proposed aquisition
9275	0.17	Proposed aquisition
9276	0.173	Proposed aquisition
9277	0.172	Proposed aquisition
9295	0.18	Proposed aquisition
9296	0.181	Proposed aquisition
9297	0.182	Proposed aquisition
9298	0.179	Proposed aquisition
9299	0.183	Proposed aquisition
9300	0.184	Proposed aquisition
9301	0.184	Proposed aquisition
9320	0.179	Proposed aquisition
9321	0.178	Proposed aquisition
9322	0.178	Proposed aquisition
9328-P	0.539	Proposed aquisition



Legend

Water

Main Road

Secondary Roads

Railroad

Track centerline

Ballast boundary

Embankment boundary

Property Class

Owned

Proposed aquisition

9158

Property ID

Summary table

Class	Acumulated area (ac)
Owned	53.952
Proposed aquisition	9.468

Graphic Scale

0250500 ft

NAD83(NSRS2007)/Texas South Central (ftUS)

PUERTO VERDE

GLOBAL TRADE BRIDGE

Green Eagle Railroad Project
Preliminary Engineering

Property aquisitions Map		
Code: PVGTB-US-OEA-05	Units: feet	Scale: Indicated
Type: General	Location: Eagle Pass, Texas	
Designed by: R Soto	Date: april 10th, 2024	
Drawn by: R Soto	Approved: Israel Villarreal	
File name: Master Plan 04OCT2023.qgz		Version: 01