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October 17, 2024

Andrea Poole
Project Manager, 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

Supplement to Information Request: Floodplain Requirements and Specifications
of the Sound Barrier

Dear Ms. Gosselin:

Green Eagle Railroad ("GER") is submitting this letter to provide supplemental information to its prior answers to OEA's information request as related to floodplain regulations and GER's proposed sound barrier.

1. Floodplain

In the event that GER's Proposed Line (the Preferred Alternative) has any impact on floodplains and flood flows that could change flood capacity, diversion of flows, constriction of flows, or floodwater retention, GER would design and construct its rail line to meet all applicable requirements of local and county floodplain ordinances and codes, and in accordance with all FEMA or FEMA-approved local floodplain construction requirements.

The nature and extent of these impacts would be determined prior to the final design of GER's Proposed Line. Based on that information, GER would design all culverts and bridges to pass the predicted 25-year flood event water elevation without causing an increase in the water surface elevation of the base flood by more than 1 foot in any location.

Similarly, if the Northern Alternative is chosen, GER would also construct it to the same floodplain requirements as stated above for GER's Proposed Line. GER believes, however, that Northern Alignment could require a potentially greater amount of engineering in order to comply that in turn could be prohibitively expensive.

2. Sound barrier

As previously provided, GER is proposing to include, as part of its Proposed Line, noise barriers to reduce sound transmission that could occur with the operation of trains on the Proposed Line. GER is proposing sound barriers that are 20-feet high on either side of the tracks.

Previous maps of the GER sound barriers included barriers over bridges (on the Proposed Line and the Northern Alternative). Following a comprehensive review and structural analysis, GER has determined that the inclusion of the sound barriers over bridges (for example, spanning Del Rio Blvd. and Barrera St.) would present significant challenges in meeting the required performance standards for those bridges. The primary concerns are the added weight and wind loads imposed by the sound barriers, which would exert considerable strain on the structural components of the bridges and would make the engineering particularly challenging and potentially cost prohibitive. In GER's view, the safety benefit of excluding the noise barrier on these bridges outweighs the potential noise reduction benefit of constructing a sound barrier on the bridged portions. The enclosed maps provide GER's sound barriers, revising the location of these barriers to exclude the portions of the rail line that would be built upon a bridge.

For the noise barriers themselves, in order to prevent sound from going through the wall, without spilling over the wall, GER's sound barrier will be engineered to have a minimum Sound Transmission Loss according to the following criteria:

Frequency(Hz)	31.5	63	125	250	500	1,000	2,000	4,000	8,000
Transmission Loss (dB)	15	19	23	27	31	35	39	43	47

GER is proposing to construct sound barriers along each side of its Proposed Line. To reduce noise transmission from reflection between the barriers, GER proposes to engineer the rail-side of the exterior surface of the sound barrier with environmentally protected sound absorption properties rated at a Noise Reduction Coefficient of 0.9.

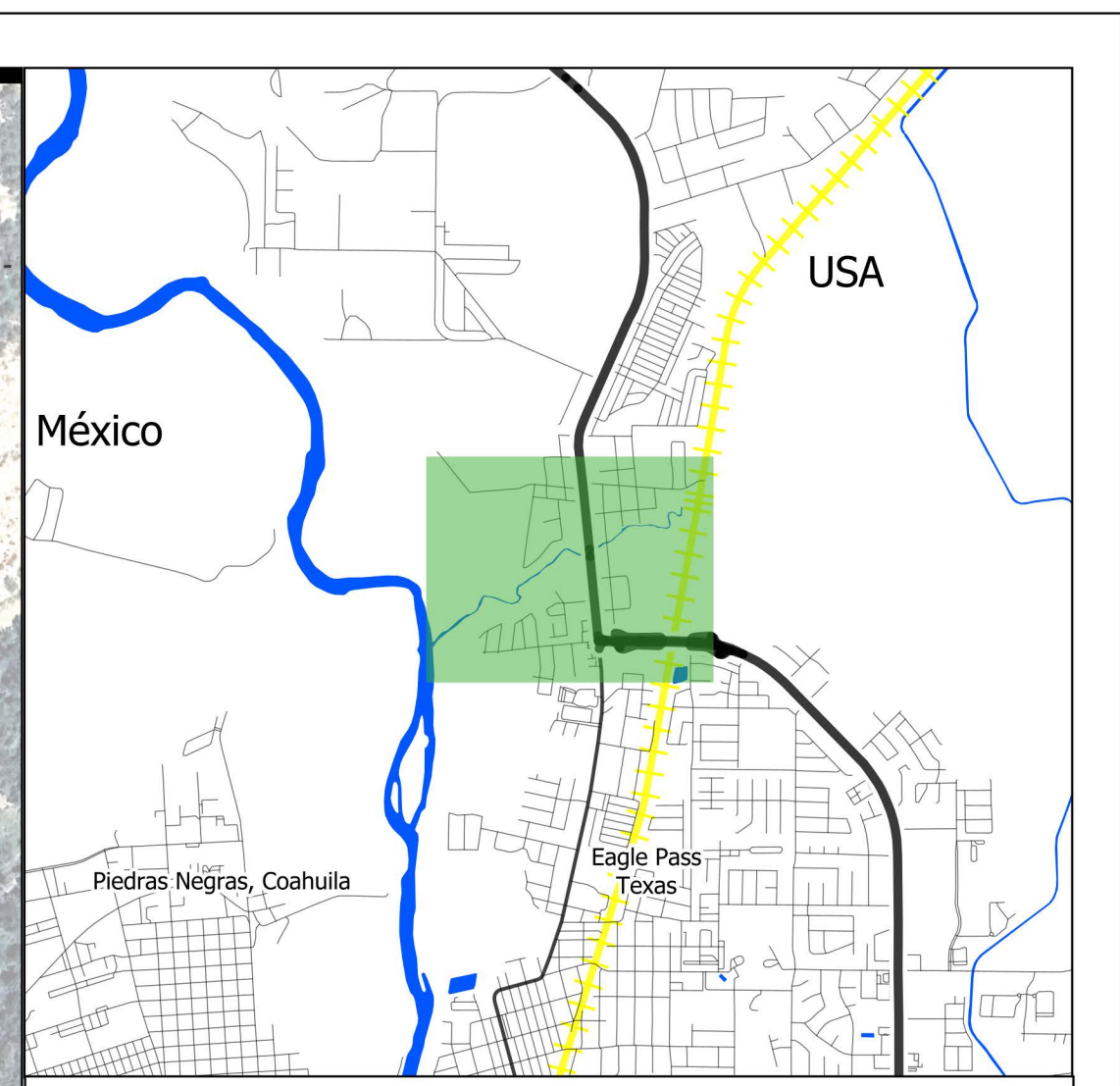
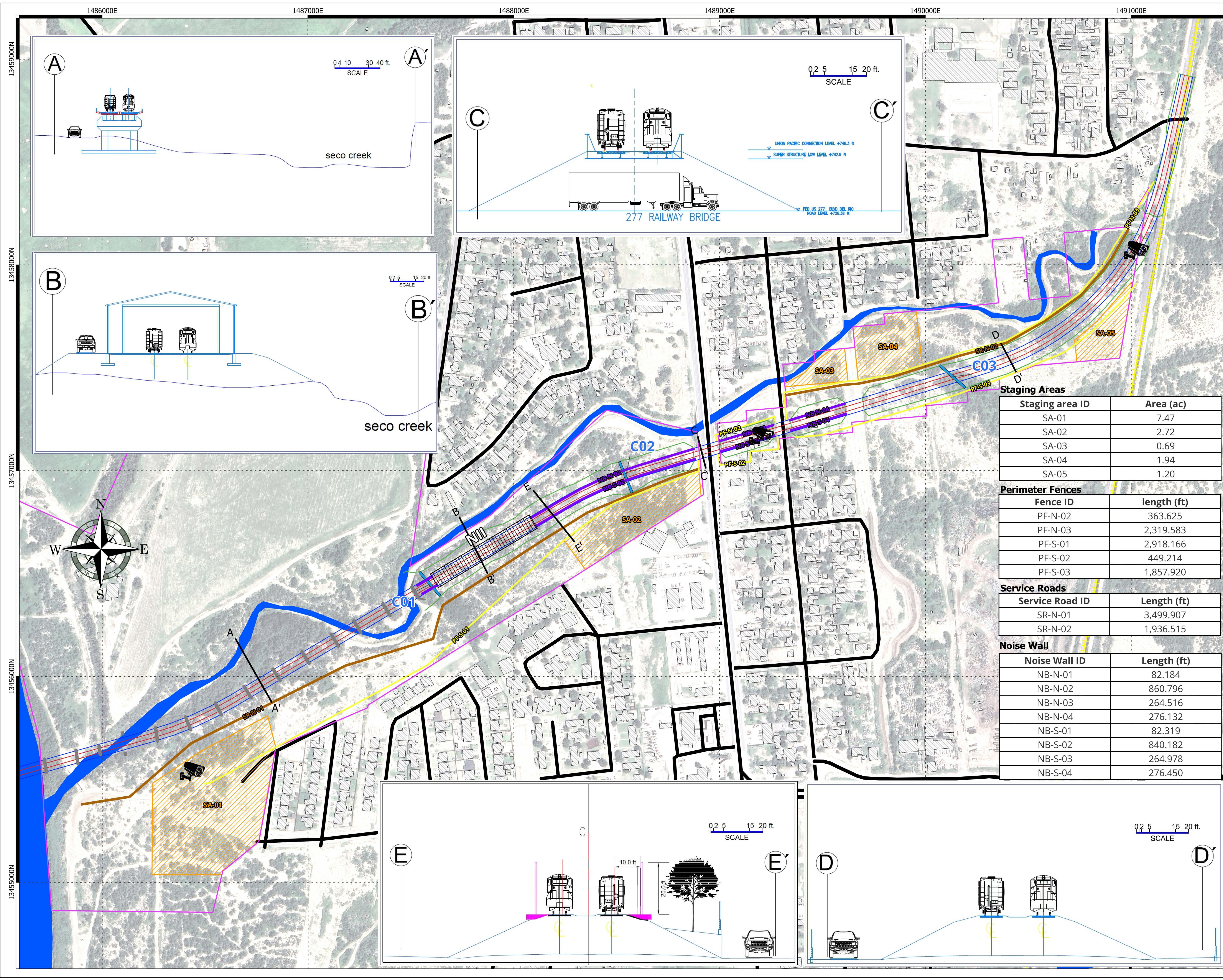
If you have any questions related to this letter or the enclosed maps, please let me know.

Sincerely,



Justin J. Marks
Counsel to Green Eagle Railroad, LLC

Enclosure



Legend

- Water
- Main Road
- Secondary Roads
- Existing Railroad
- Track Centerline
- Track Ballast
- Embankment
- Culverts
- Fences
- Railroad NII Infrastructure
- Service Roads
- Staging Areas

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	7.47
SA-02	2.72
SA-03	0.69
SA-04	1.94
SA-05	1.20

Perimeter Fences

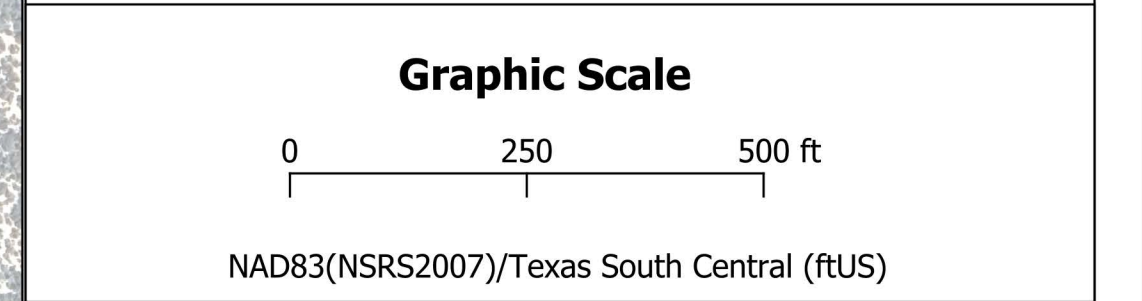
Fence ID	length (ft)
PF-N-02	363.625
PF-N-03	2,319.583
PF-S-01	2,918.166
PF-S-02	449.214
PF-S-03	1,857.920

Service Roads

Service Road ID	Length (ft)
SR-N-01	3,499.907
SR-N-02	1,936.515

Noise Wall

Noise Wall ID	Length (ft)
NB-N-01	82.184
NB-N-02	860.796
NB-N-03	264.516
NB-N-04	276.132
NB-S-01	82.319
NB-S-02	840.182
NB-S-03	264.978
NB-S-04	276.450



PUERTO VERDE
GLOBAL TRADE BRIDGE

Green Eagle Railroad Project
Preliminary Engineering

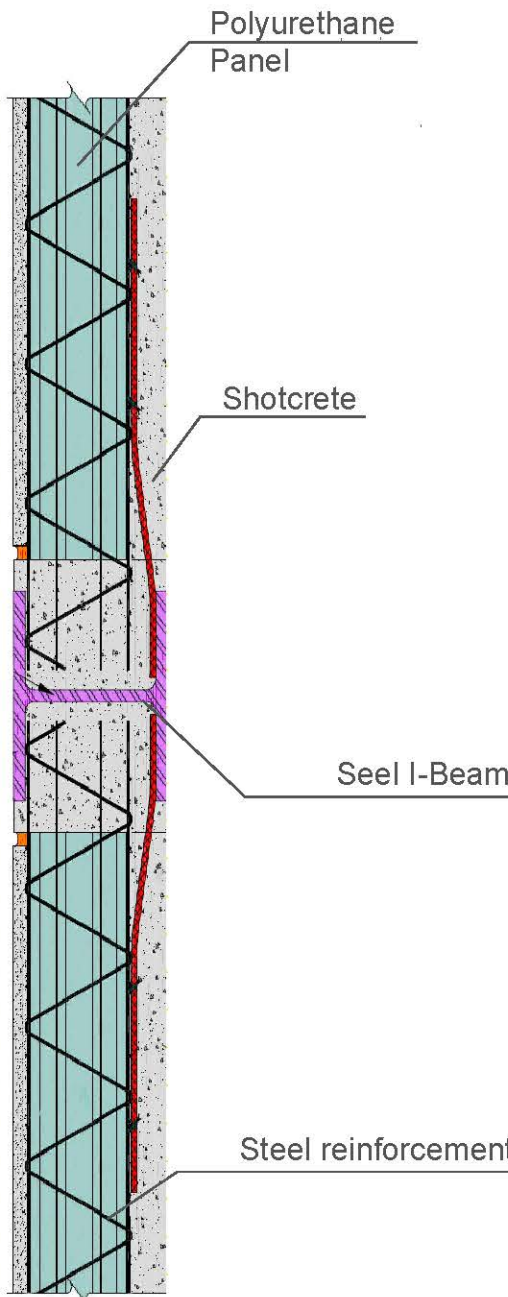
Northern Alignment - Proposed railroad equipment and infrastructure

Code: N_PVGTB-US-OEA-03	Units: feet	Scale: Indicated
Type: General	Location: Eagle Pass, Texas	
Designed by: R Soto	Date: October 15th, 2024	
Drawn by: R Soto	Approved: Israel Villarreal	
File name: Master Plan 04OCT2023.qgz	Version: 02	



Sound wall
GER alignment

Sound wall plan view



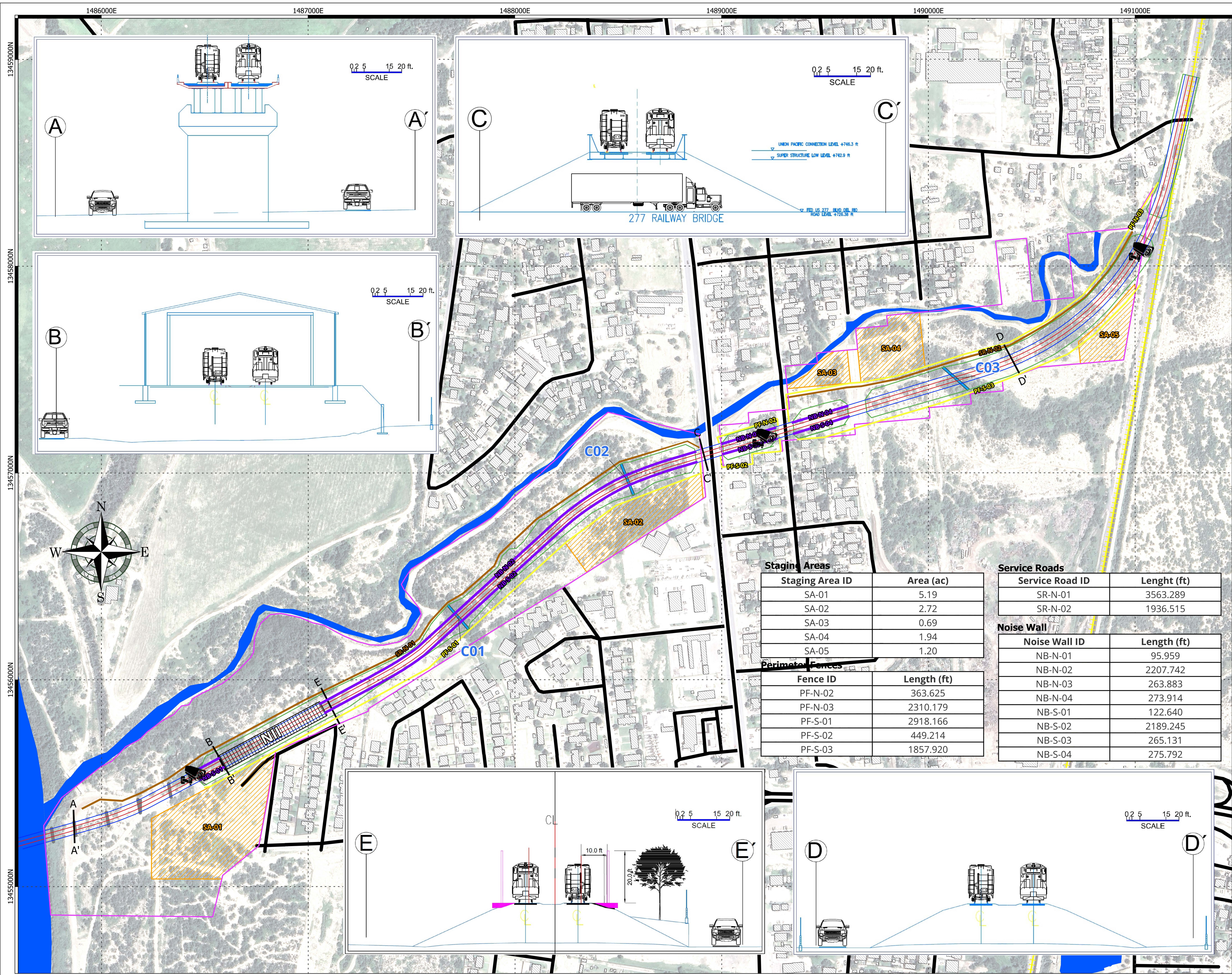
The noise barrier will be constructed using sections of 5 steel reinforced polyurethane panels, each measuring 4 x 16 feet, covered with shotcrete to achieve a height of 20 feet.

Steel I-beams will be installed every 16 feet for structural support.



Noise wall

Code:	File name:
N-PVGTB-US-OEA-NO-01	N-PVGTB-US-OEA-NO-01
Date:	Version:
AUG-31-2024	01
Designed by:	Drawn by:
R. Soto	R. Soto
Approved by:	Location:
I. Villarreal	Eagle Pass, Tx
Units:	Escale:
ft	--



Legend

- Water
- Main Road
- Secondary Roads
- Existing Railroad
- Ballast Boundary
- Rail Track Centerline
- Embankment Boundary
- Culverts_polygon
- Staging areas
- Service Road
- Fences
- Proposed properties for ROW

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

Graphic Scale

0 250 500 ft

NAD83(NSRS2007)/Texas South Central (ftUS)

PUERTO VERDE
GLOBAL TRADE BRIDGE

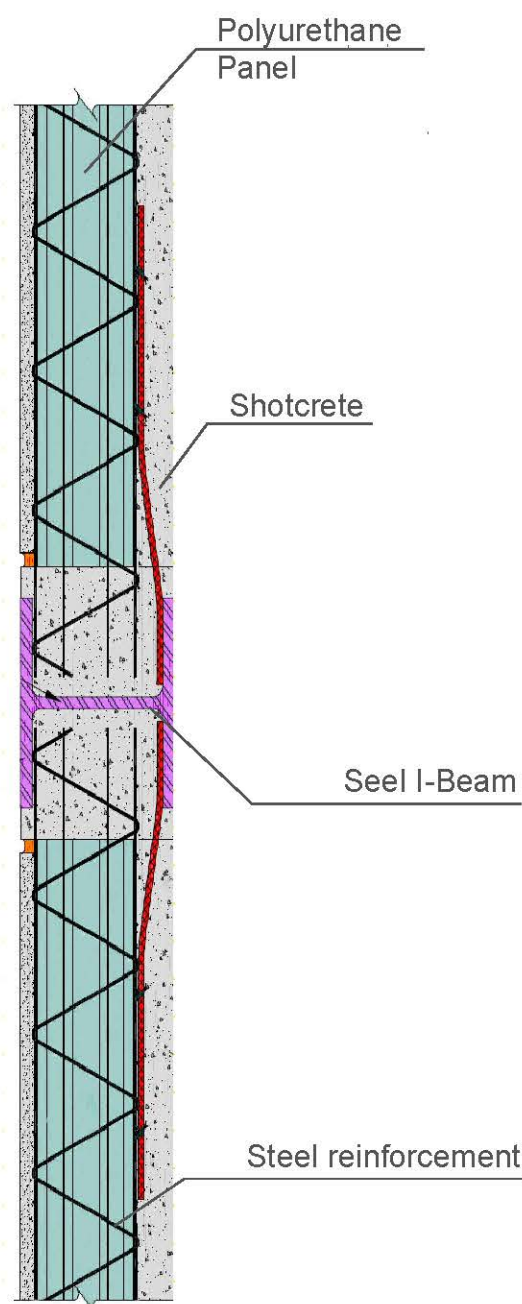
Green Eagle Railroad Project
Preliminary Engineering

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: October 15th, 2024	
Drawn by: R Soto	Approved: Israel Villarreal	
File name: Master Plan 04OCT2023.qgz	Version: 04	



Sound wall

Sound wall plan view



The noise barrier will be constructed using sections of 5 steel reinforced polyurethane panels, each measuring 4 x 16 feet, covered with shotcrete to achieve a height of 20 feet.

Steel I-beams will be installed every 16 feet for structural support.



Noise wall

Code: PVGTB-US-OEA-NO-01	File name: PVGTB-US-OEA-NO-01
Date: 31-AUG-2024	Version: 02
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: ft	Escale: --

