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September 11, 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 – Preferred Alignment and Northern Rail
Alternative

Dear Ms. Gosselin:

On July 8, 2024, Green Eagle Railroad, LLC ("GER") provided responses to OEA's Information Request 1. GER supplemented that response on September 4 and is offering this supplement to provide clarifying information to its previous submission for its Preferred Alignment and is providing information in response to Information Request 1 related to OEA's Northern Rail Alignment.

Preferred Alignment Update: GER is providing two documents to update its previous submissions. The first is an update to Exhibit F Temporary Bridge Structure. The second is a supplement to GER's response to Question 3 of the information request; it is an exhibit clarifying the physical structures that would be installed along the Line's right-of-way. These documents (available in pdf and kmz) can be accessed via the following link.

<https://www.dropbox.com/scl/fi/osyjl4ls5puikr0oer9sn/2024-09-10-GER-Preferred-Alignment-Update.zip?rlkey=wetw3ispjbx6w1n35b44p33jq&dl=0>

Northern Rail Alternative: In the Notice of Availability of the Final Scope of Study for the Environmental Impact Statement of GER's Preferred Alignment, OEA developed the Northern Rail Alternative "as another reasonable build alternative for consideration in the EIS." While the Northern Rail Alternative is not GER's preference, GER is providing the following information specific to the Northern Rail Alternative in response to OEA's Information Request 1:

- General Map of the Northern Rail Alternative
- Map of the Northern Rail Alternative Demonstrating Sound Barriers
- Map of the Northern Rail Alternative Showing Bridge Pier and Abutments

- Image of the Northern Rail Alternative Showing Detail of Temporary Structures Near the Rio Grande
- Map of the Northern Rail Alternative Showing Equipment and Structures Locations
- Map of the Northern Rail Alternative Fencing.

In order to develop the Northern Rail Alternative, GER extended the length of the bridge crossing the Rio Grande to begin at Secco Creek crossing west of Route 277 because of the proximity of the route along Secco Creek and the floodplain. This was done because the creek and the floodplain prohibited a design with an embankment, like the embankment included in the Preferred Alternative.

Due to the need to build the Northern Rail Alternative as a bridge, the noise wall is not extended onto the bridge because GER is unclear that the bridge could support a 20-foot noise wall as is proposed in the Preferred Alignment.

The documents listed above are available as pdf and kmz at the following link:

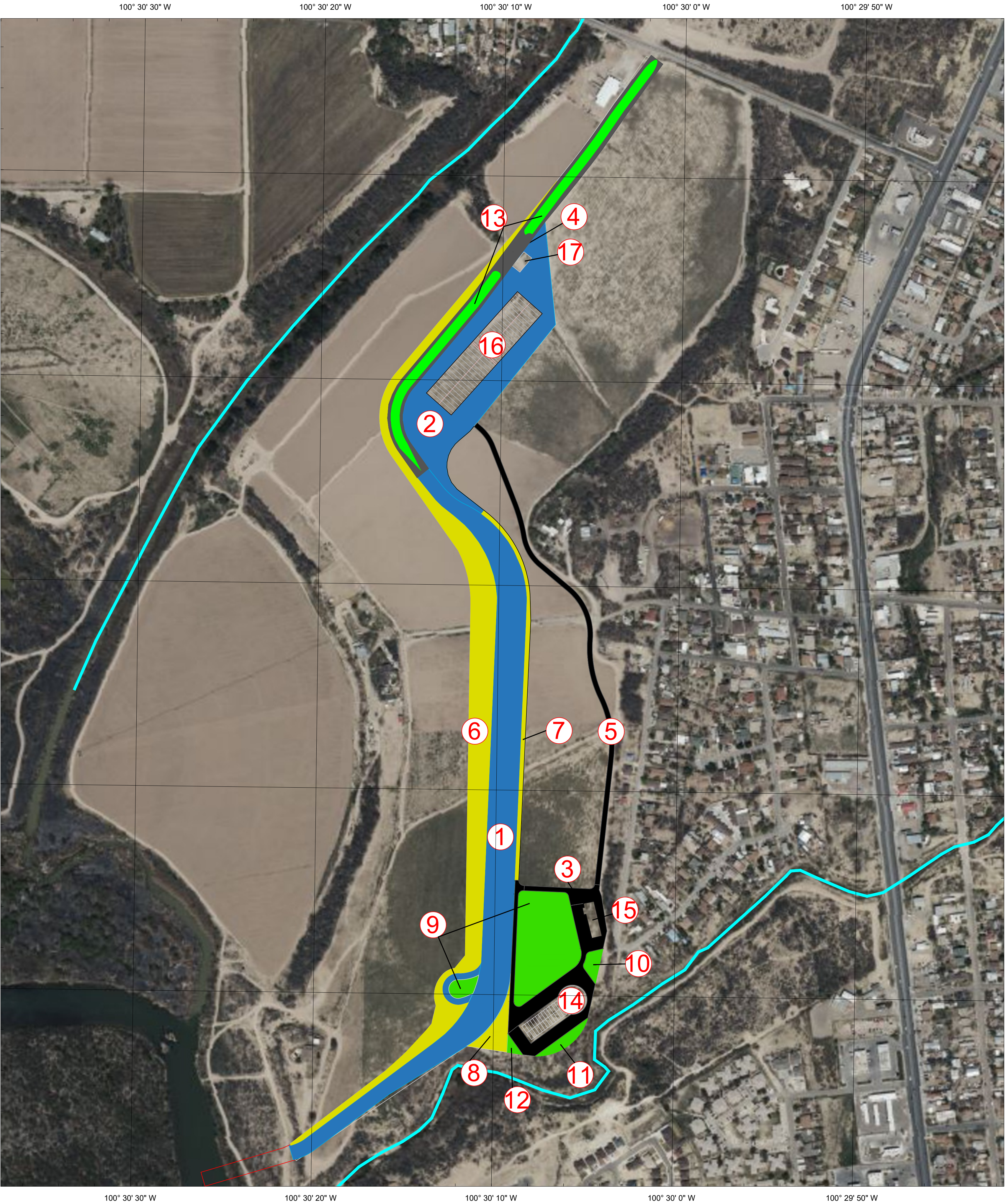
<https://www.dropbox.com/scl/fi/jdlq1jd9vgw8mlnr9517r/2024-09-10-Northern-Alignment.zip?rlkey=bbmdys34sjrodyupcpeuxuw0k&dl=0>

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

Sincerely,

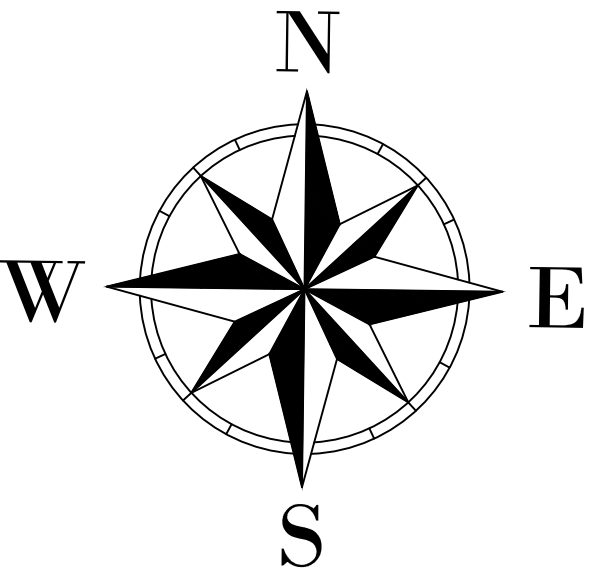
A handwritten signature in blue ink that reads "Justin J. Marks". The signature is fluid and cursive, with the first name "Justin" and last name "Marks" clearly legible.

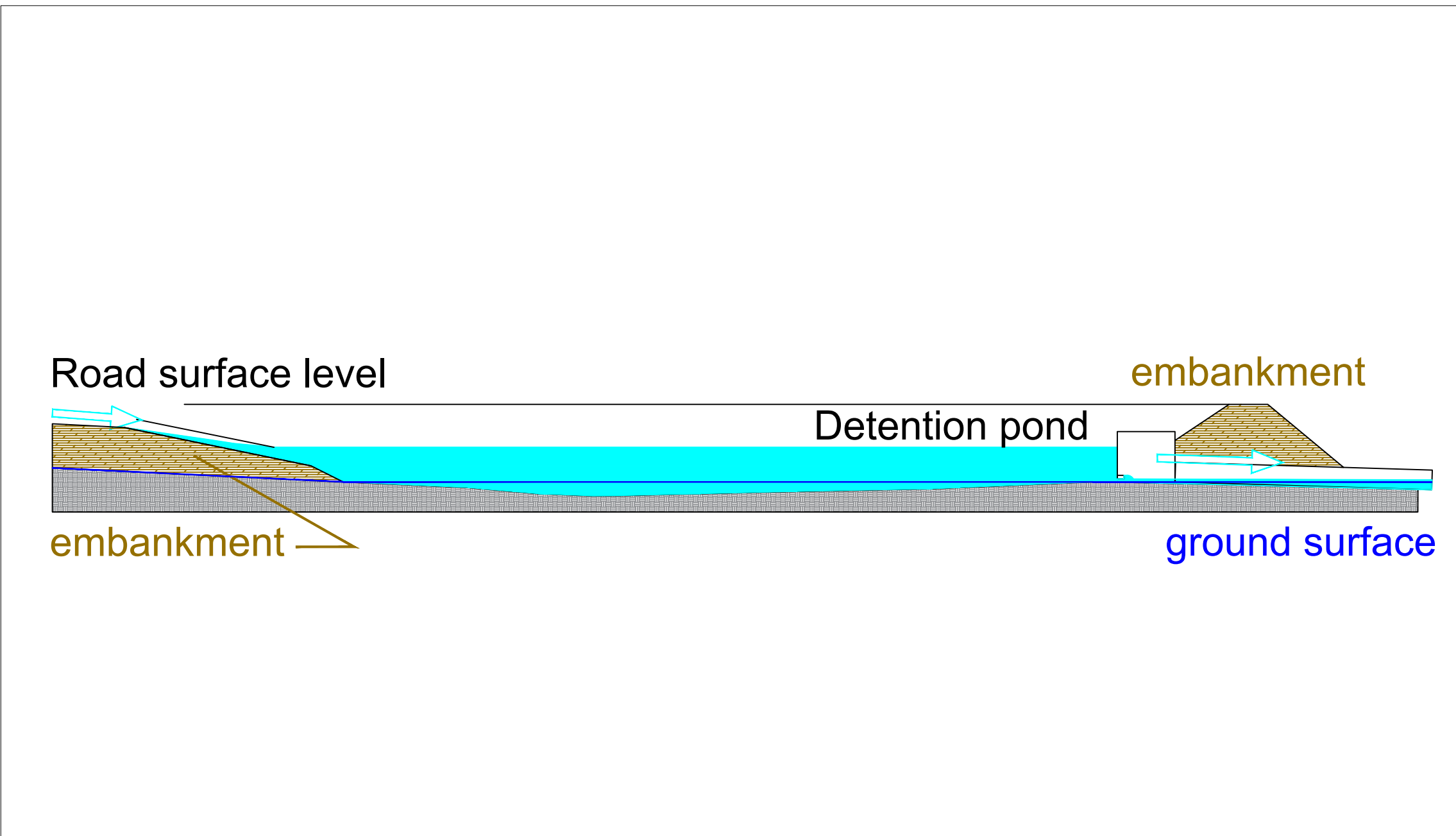
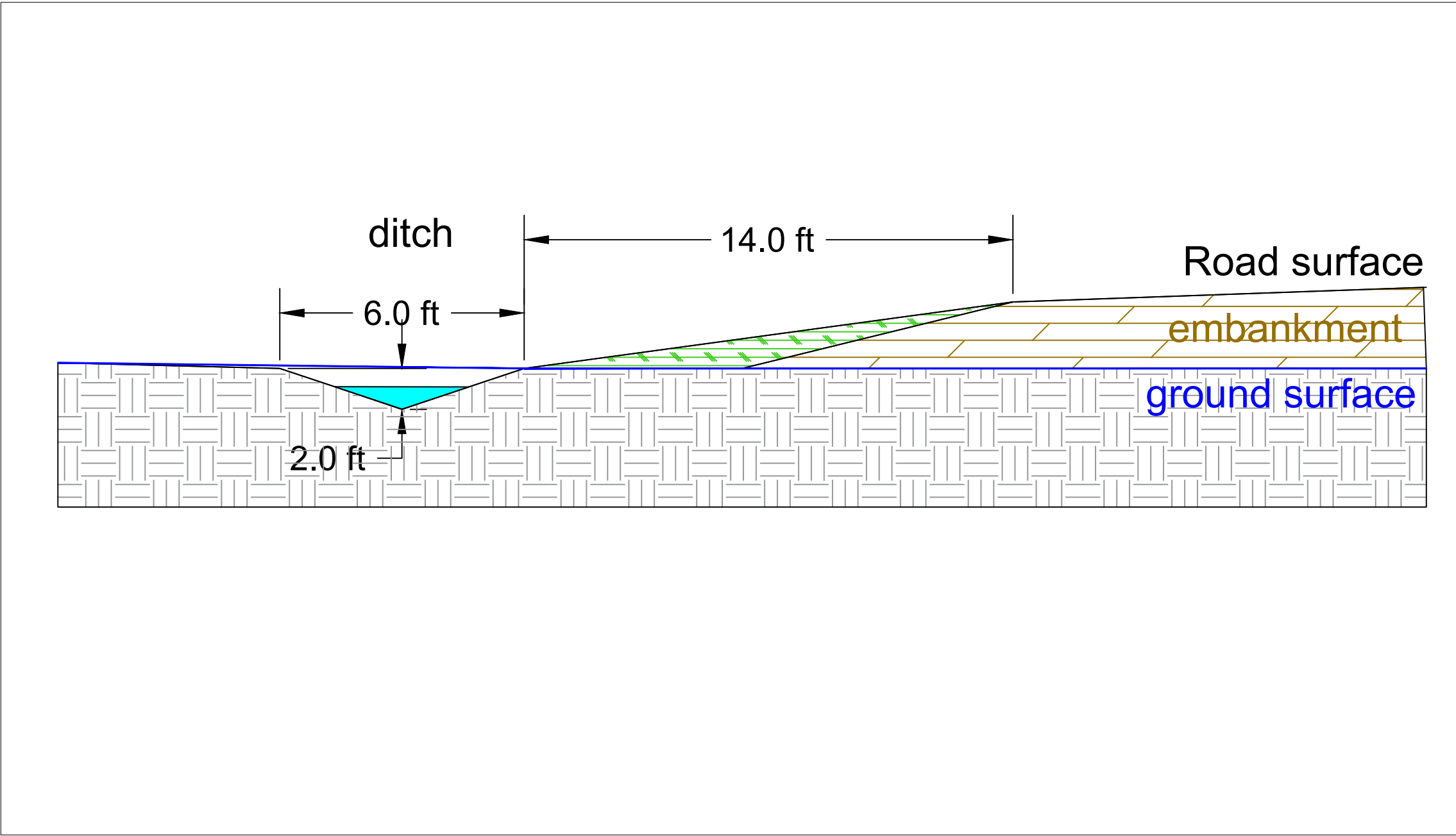
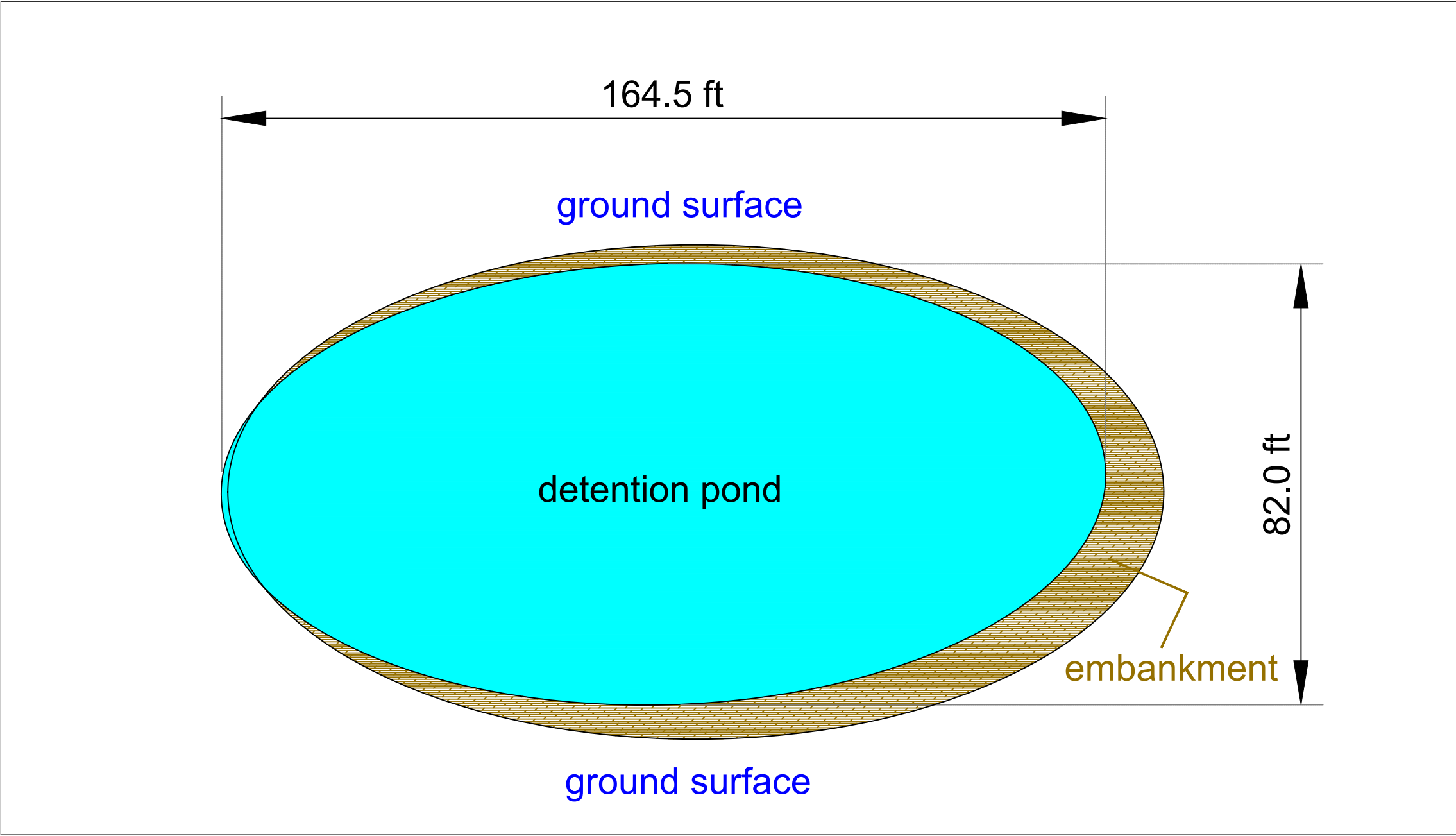
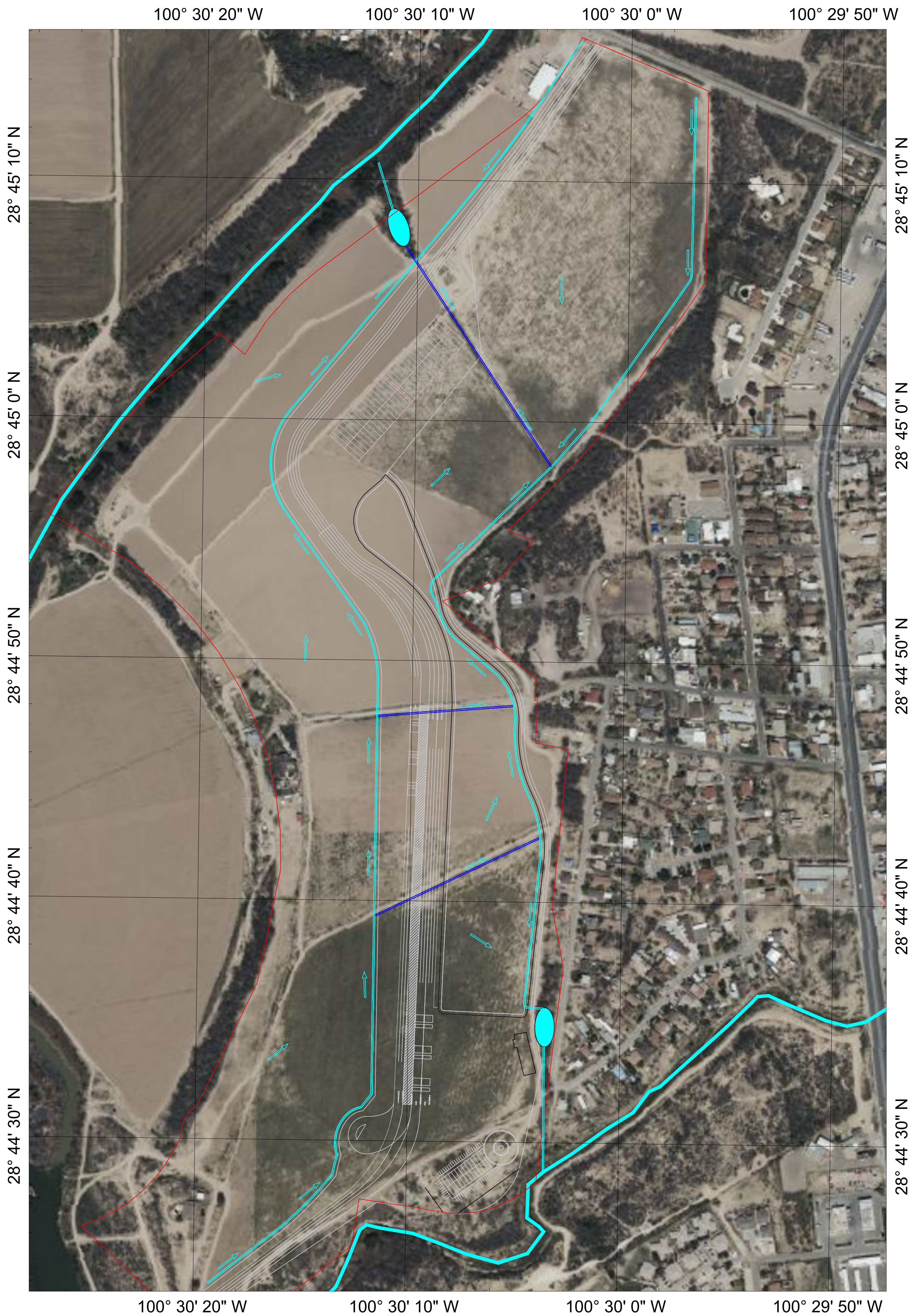
Justin J. Marks
Counsel to Green Eagle Railroad, LLC



- concrete = 20.52 acres
- asphalted = 6.15 acres
- gravel = 9.91 acres
- green area = 4.04 acres
- buildings = 3.80 acres

material	area	ft	acres
concrete	1	509,969.35	11.71
	2	383,734.05	8.81
		893,703.40	20.52
asphalted	3	123,993.74	2.85
	4	82,157.90	1.89
	5	61,575.57	1.41
		267,727.21	6.15
gravel	6	369,686.95	8.49
	7	37,777.24	0.87
	8	24,360.72	0.56
		431,824.91	9.91
green area	9	150,854.96	3.46
	10	9,608.35	0.22
	11	12,045.80	0.28
	12	3,677.98	0.08
	13	104,406.11	2.40
		176,187.09	4.04
buildings	14	41,477.05	0.95
	15	9,515.89	0.22
	16	109,987.75	2.52
	17	4,425.16	0.10
		165,405.86	3.80





existing structure

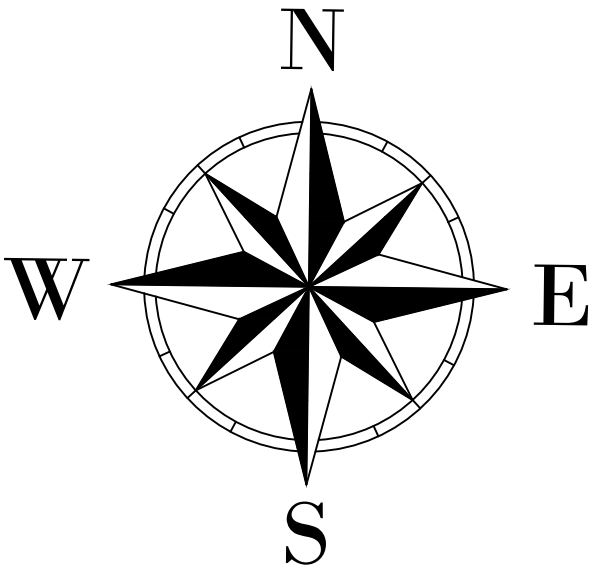
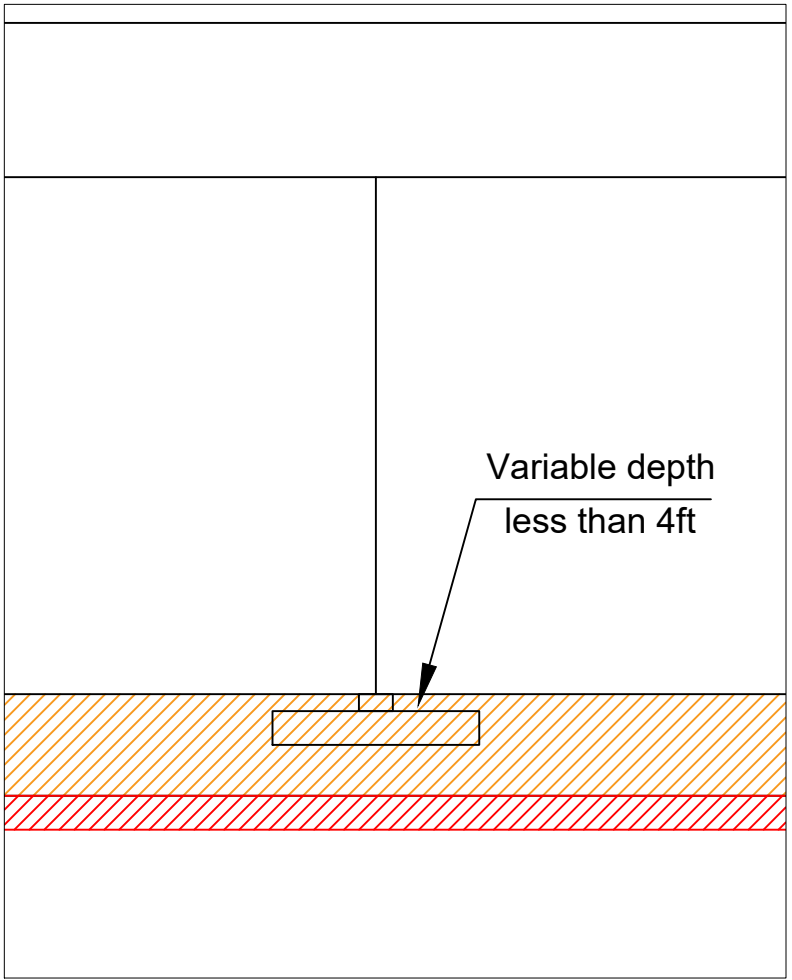
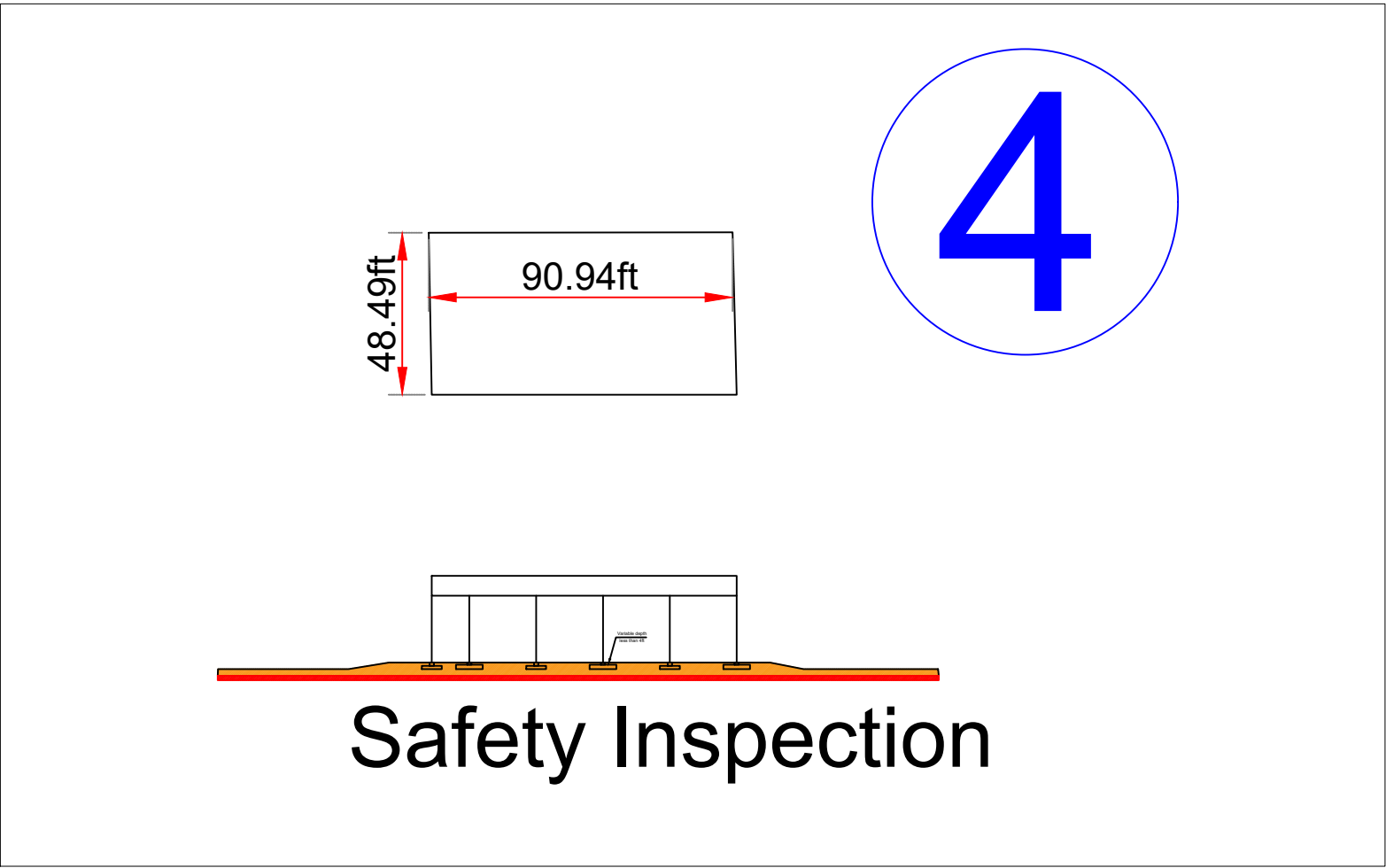
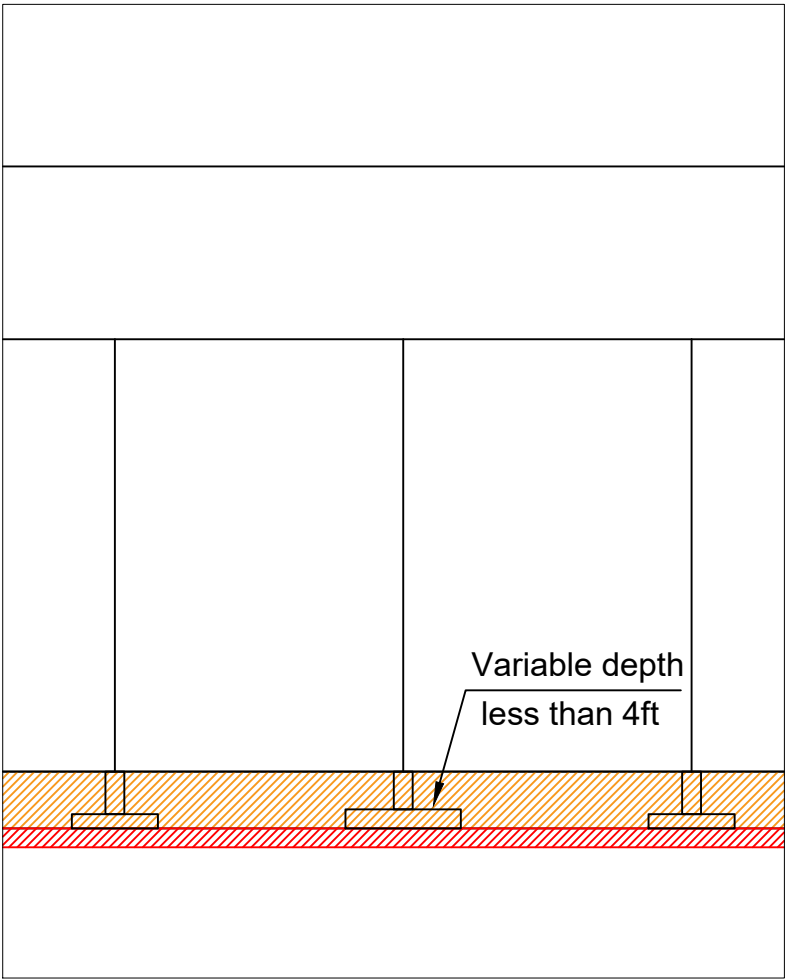
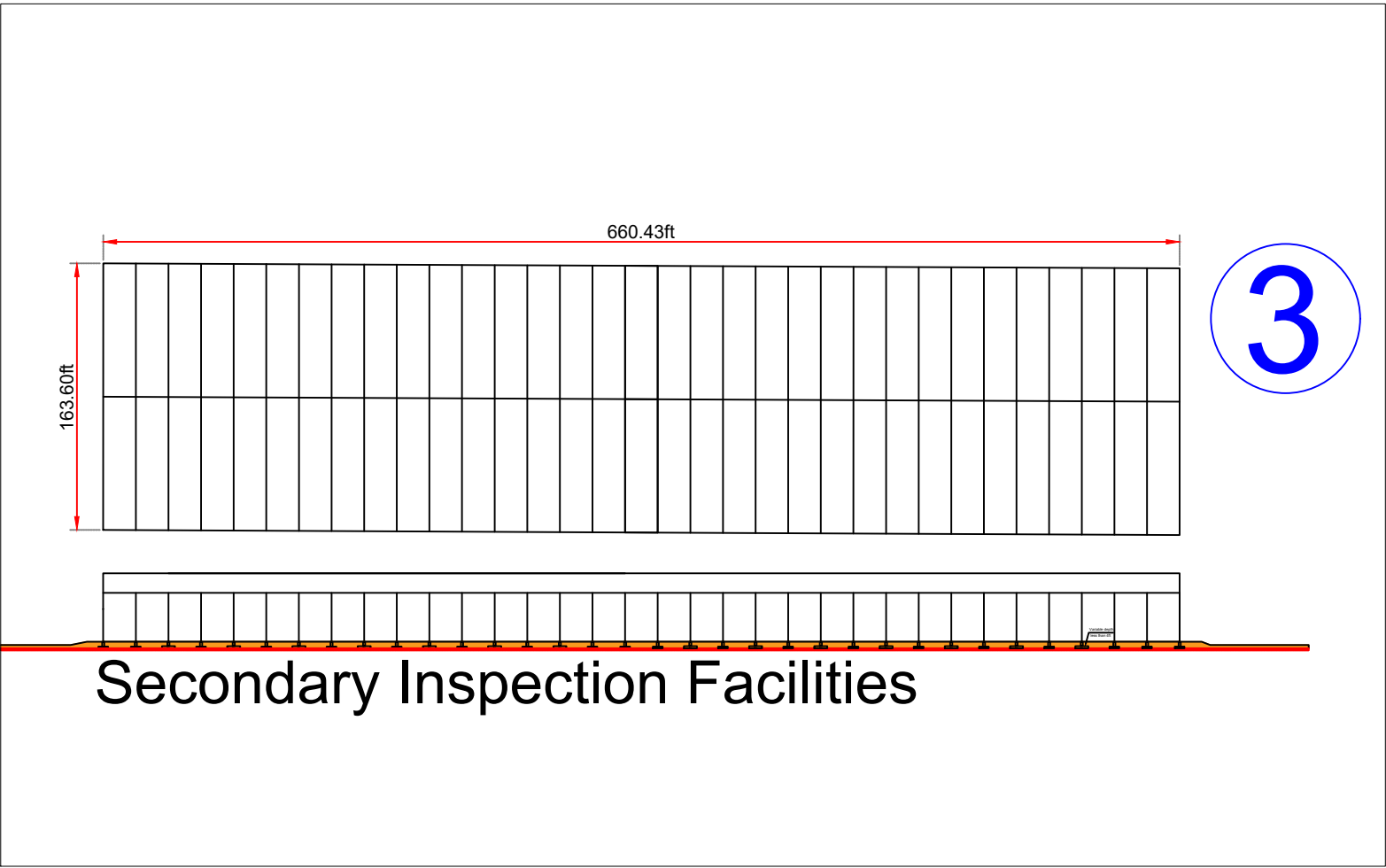
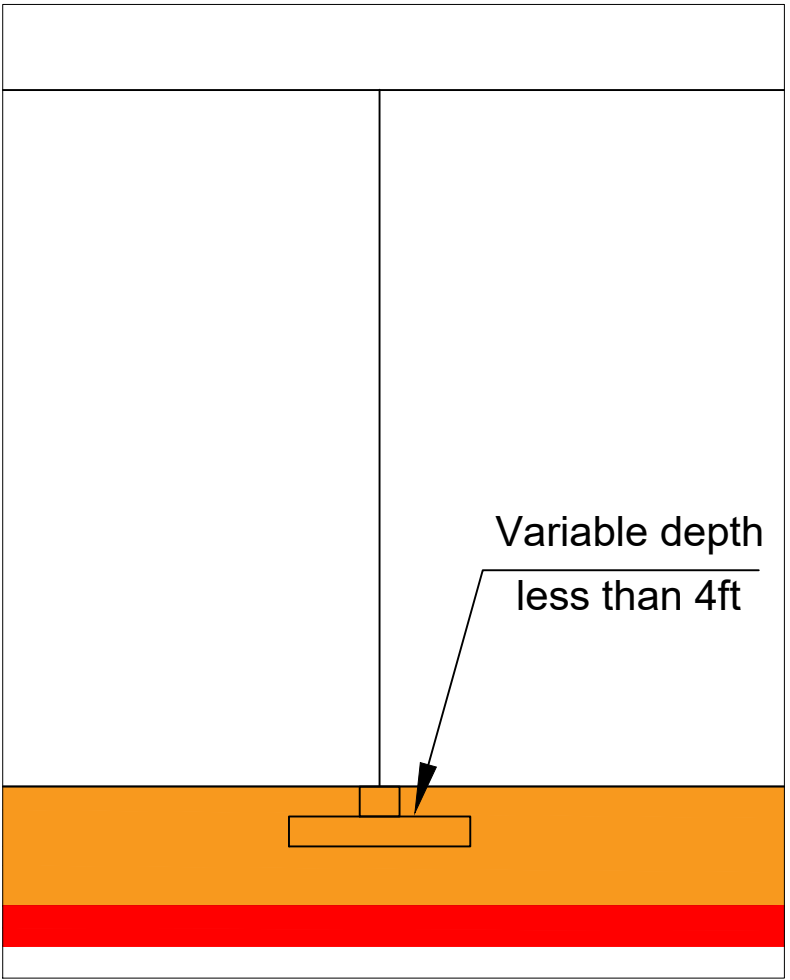
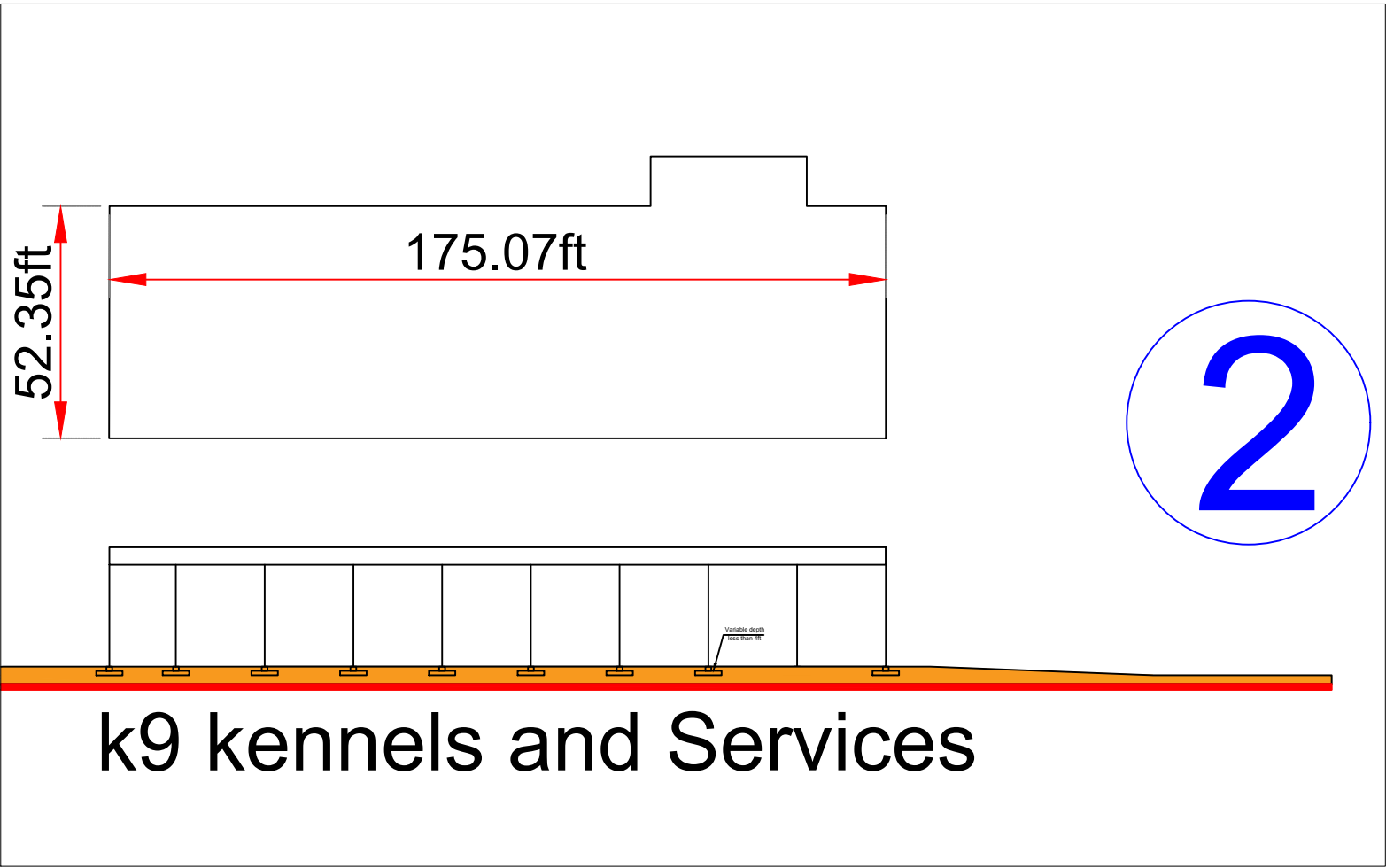
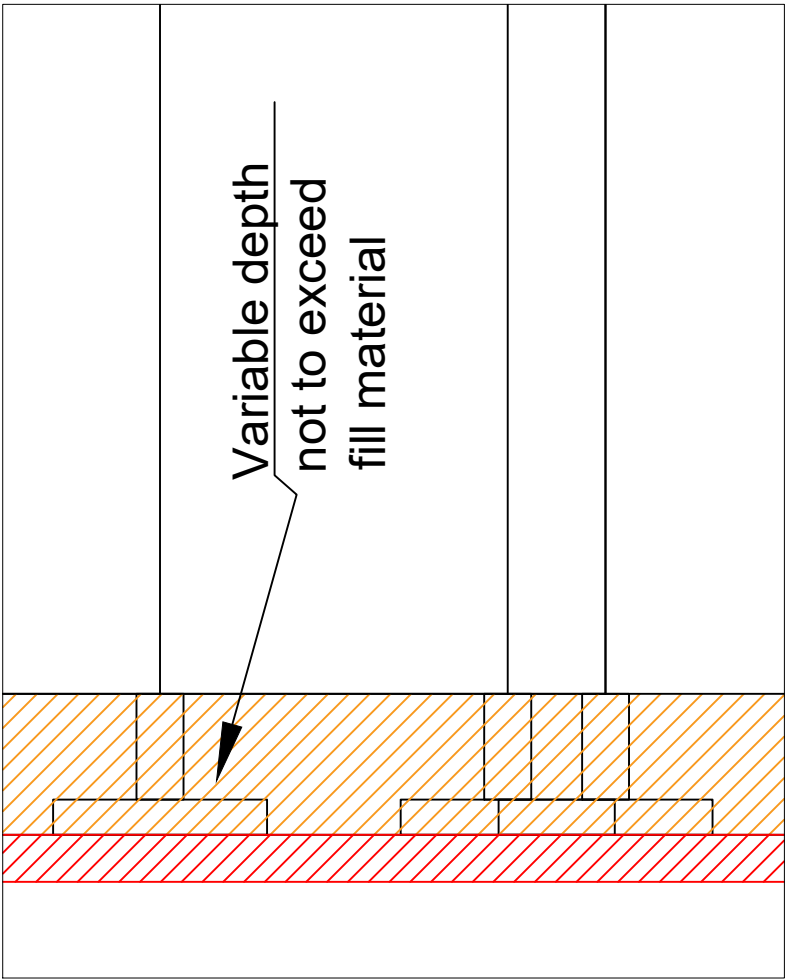
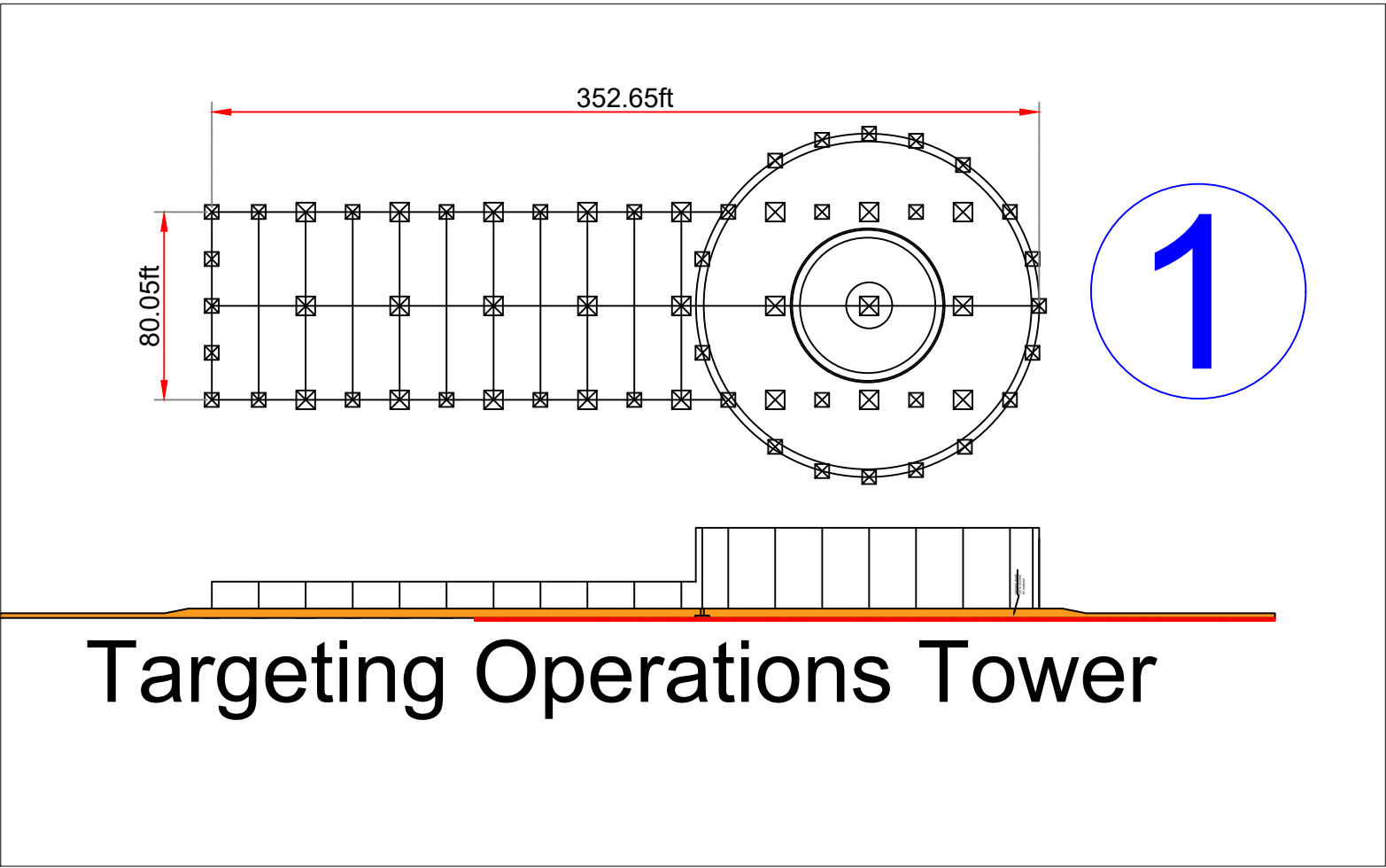
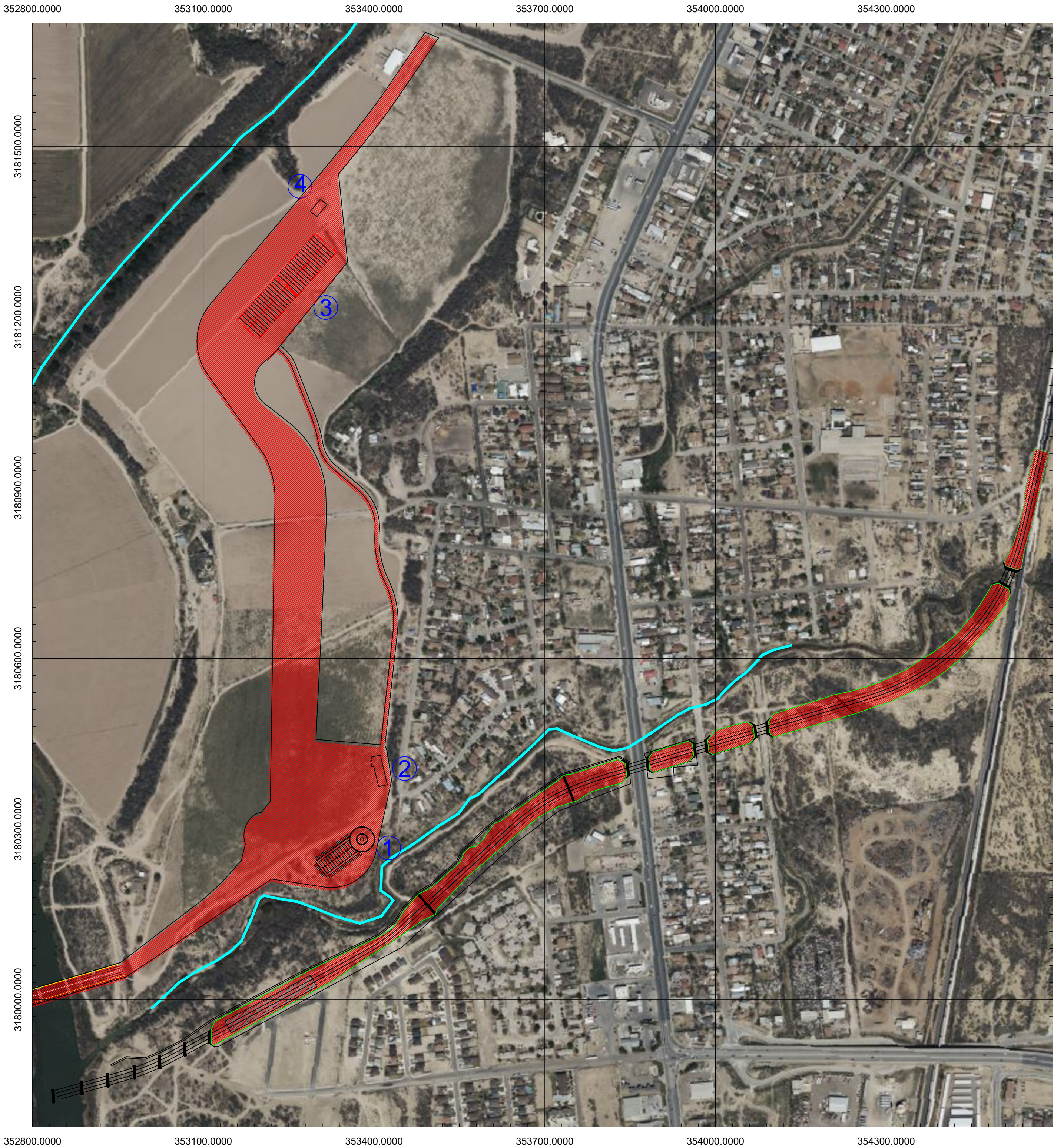
ditch

stormwater runoff

Vertical Disturbances

Storm water management

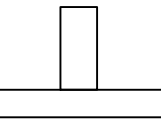
Code: PVGTB-US-OEA-VD-04	File name: PVGTB-US-OEA-VD-04
Date: 23-AUG-2024	Version: 01
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: ft	Escale: --



Topsoil is removed to a depth of 8 to 16 inches, followed by backfilling and compaction for use in road and building construction.



Compacted fill material to a thickness ranging from 2 to 4 ft

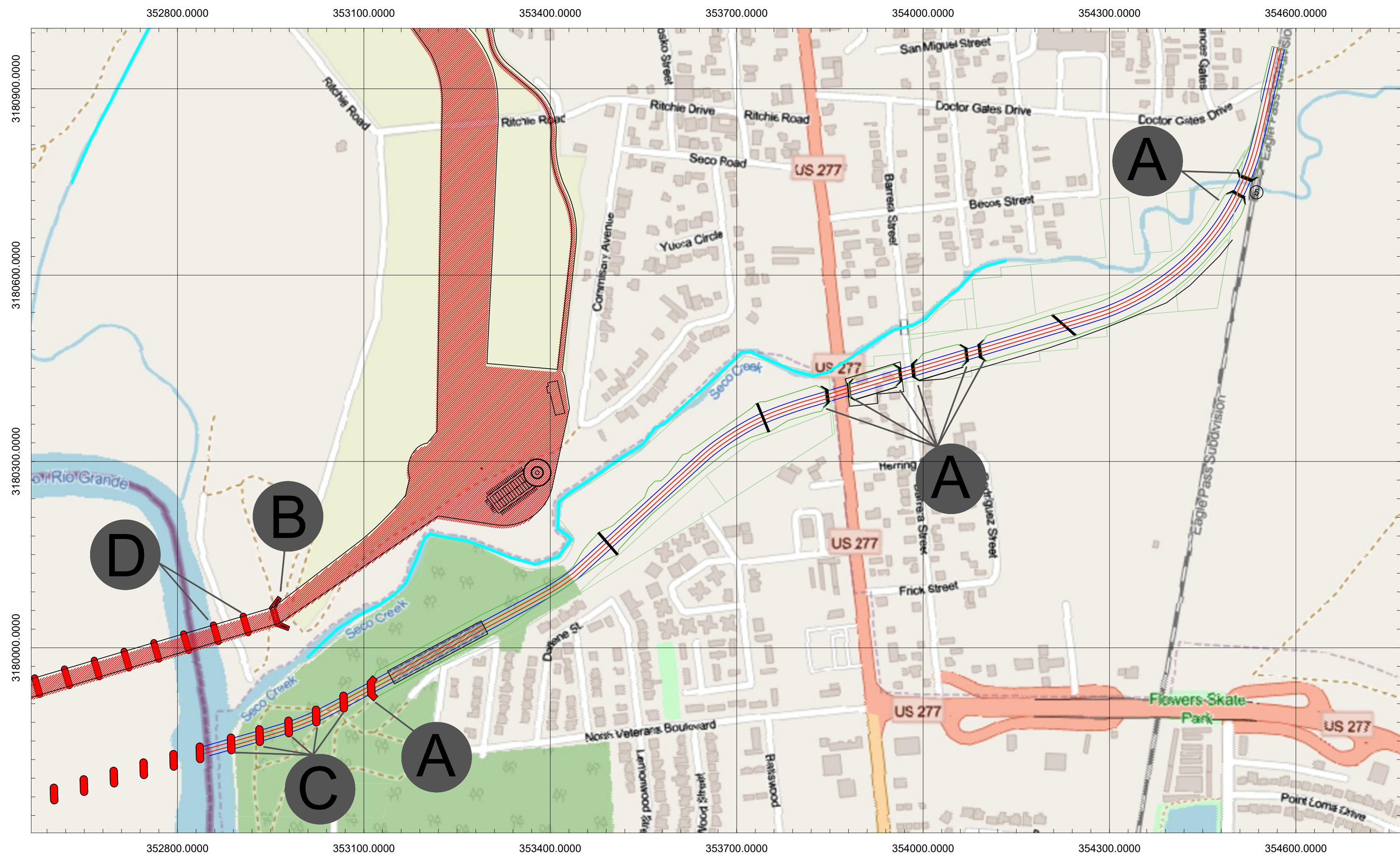


Building foundations will be constructed within the platform formed by the compacted material.

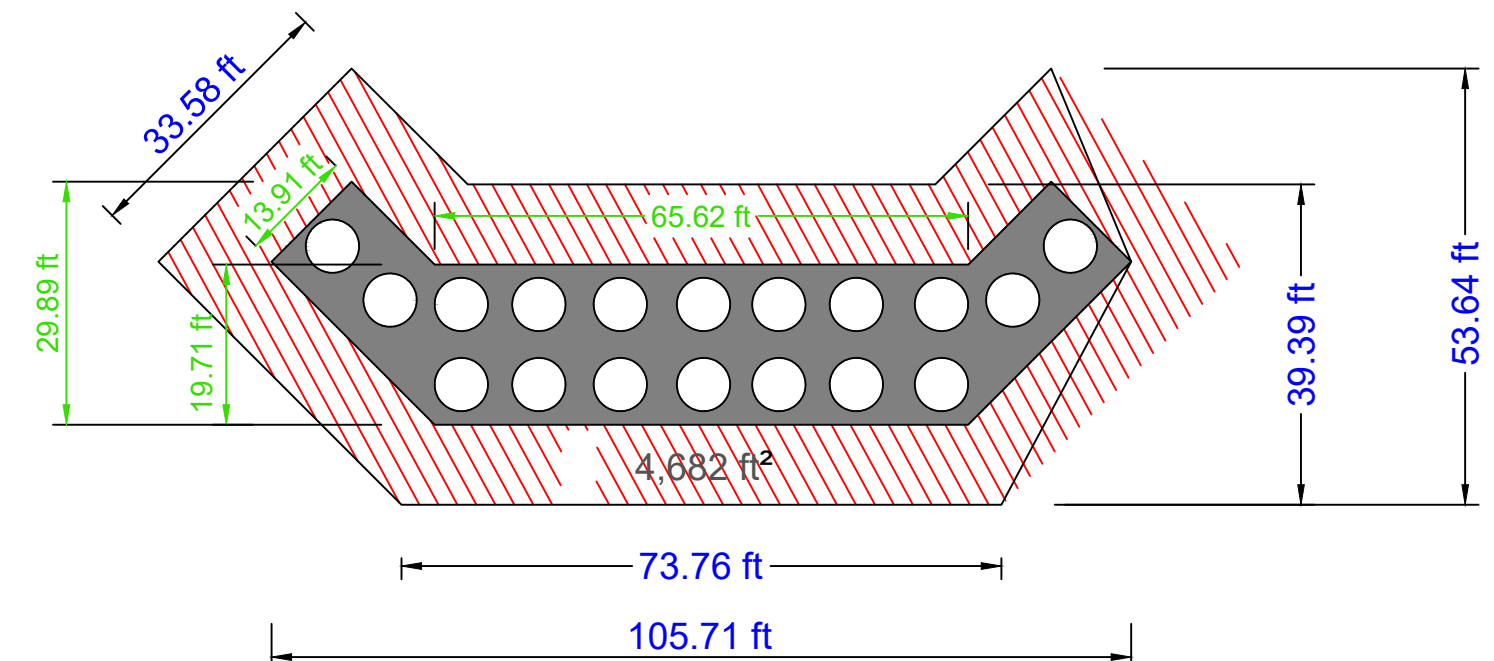
With exception of roadway/railway piers/abutments and sewer/utility excavation outlined on additional exhibits, vertical disturbances for the project are not projected to exceed 8-16" for topsoil removal.



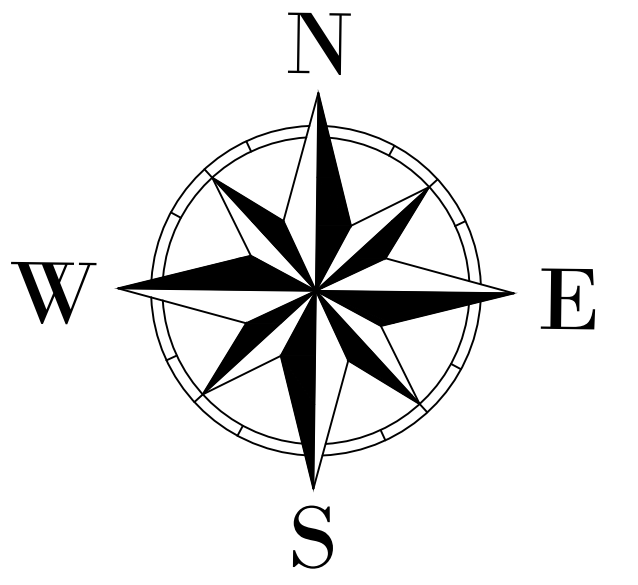
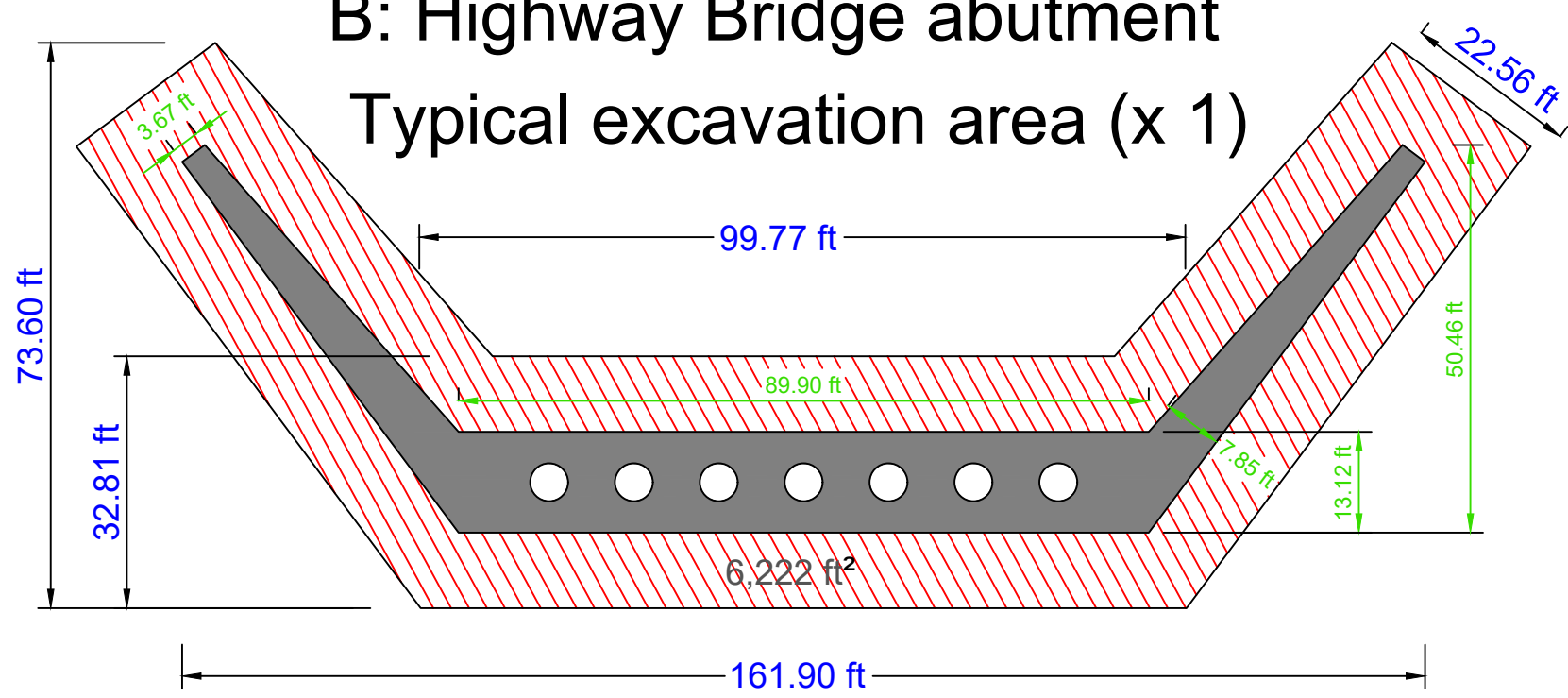
Vertical Disturbances	
Code: PVGTB-US-OEA-VD-01	File name: PVGTB-US-OEA-VD-01
Date: 05-31-2024	Version: 01
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: m / ft	Escale: --



A: Railroad Bridge abutment
Typical excavation area (x 9)

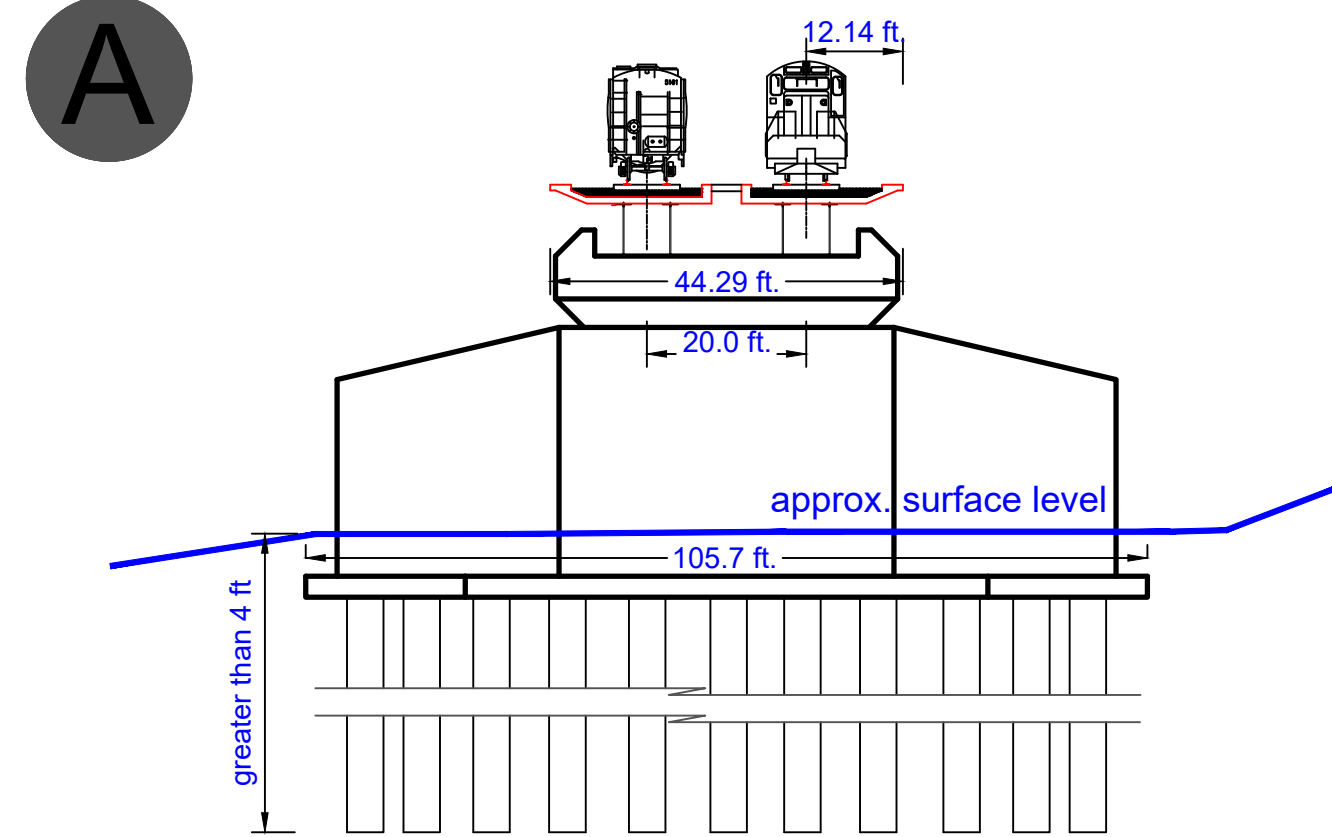


B: Highway Bridge abutment
Typical excavation area (x 1)

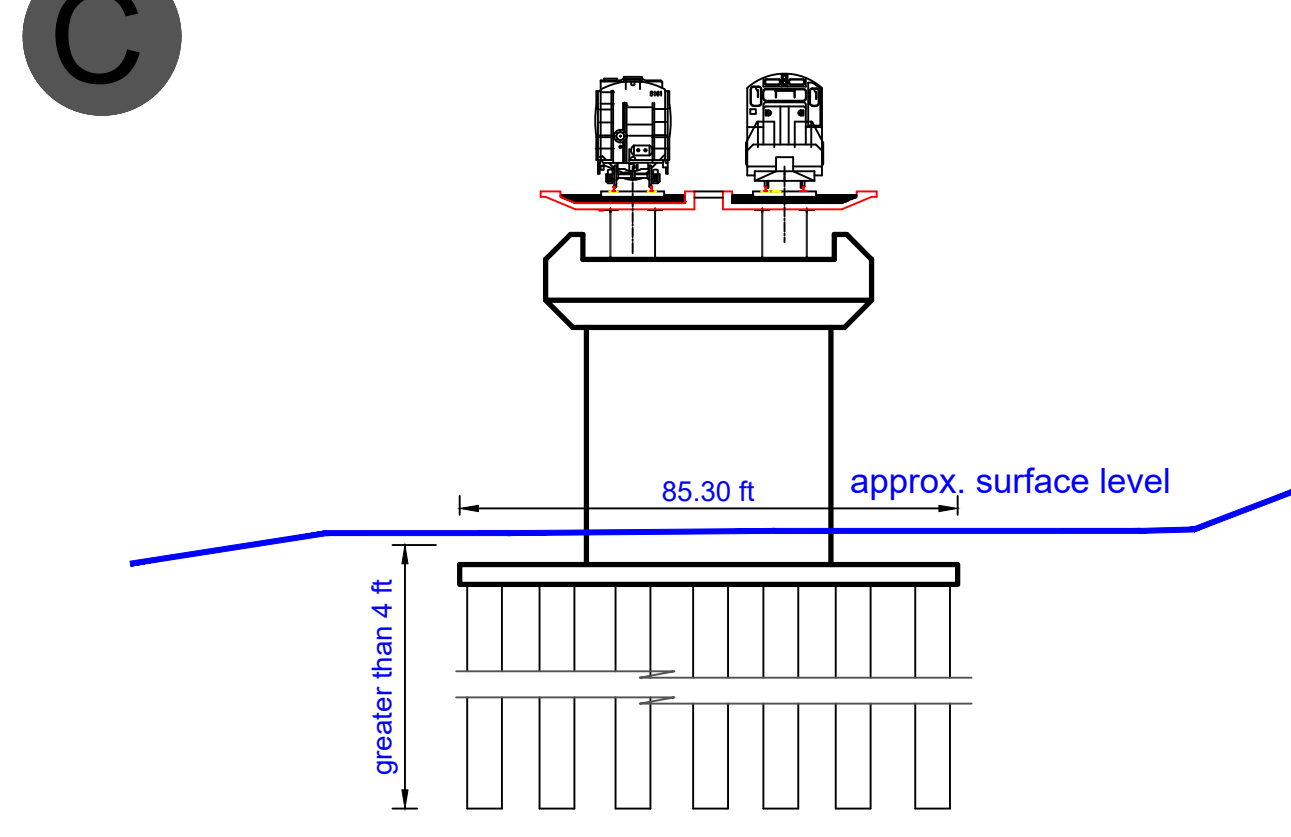


Excavation
Structure

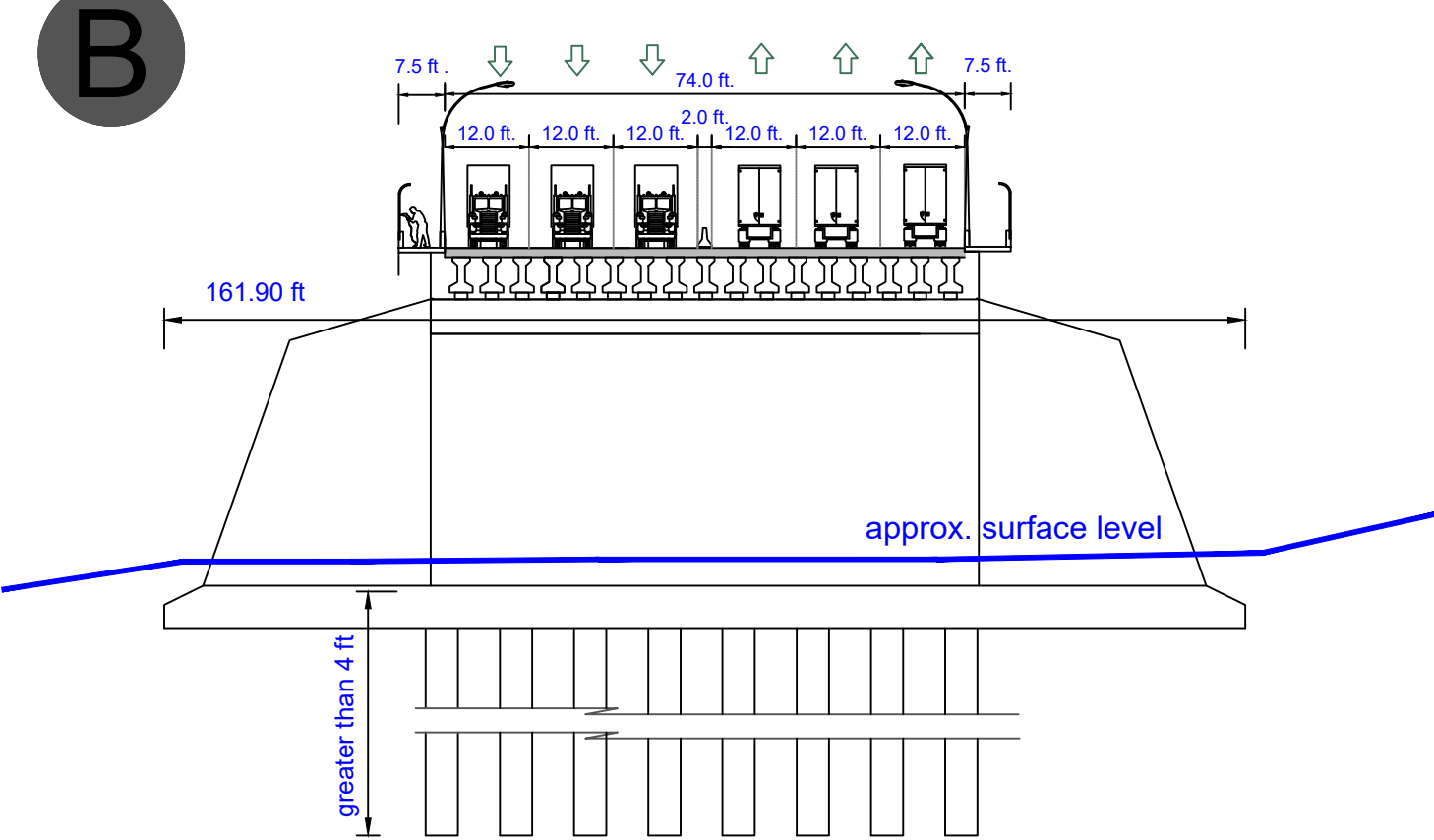
Railroad Bridge abutment



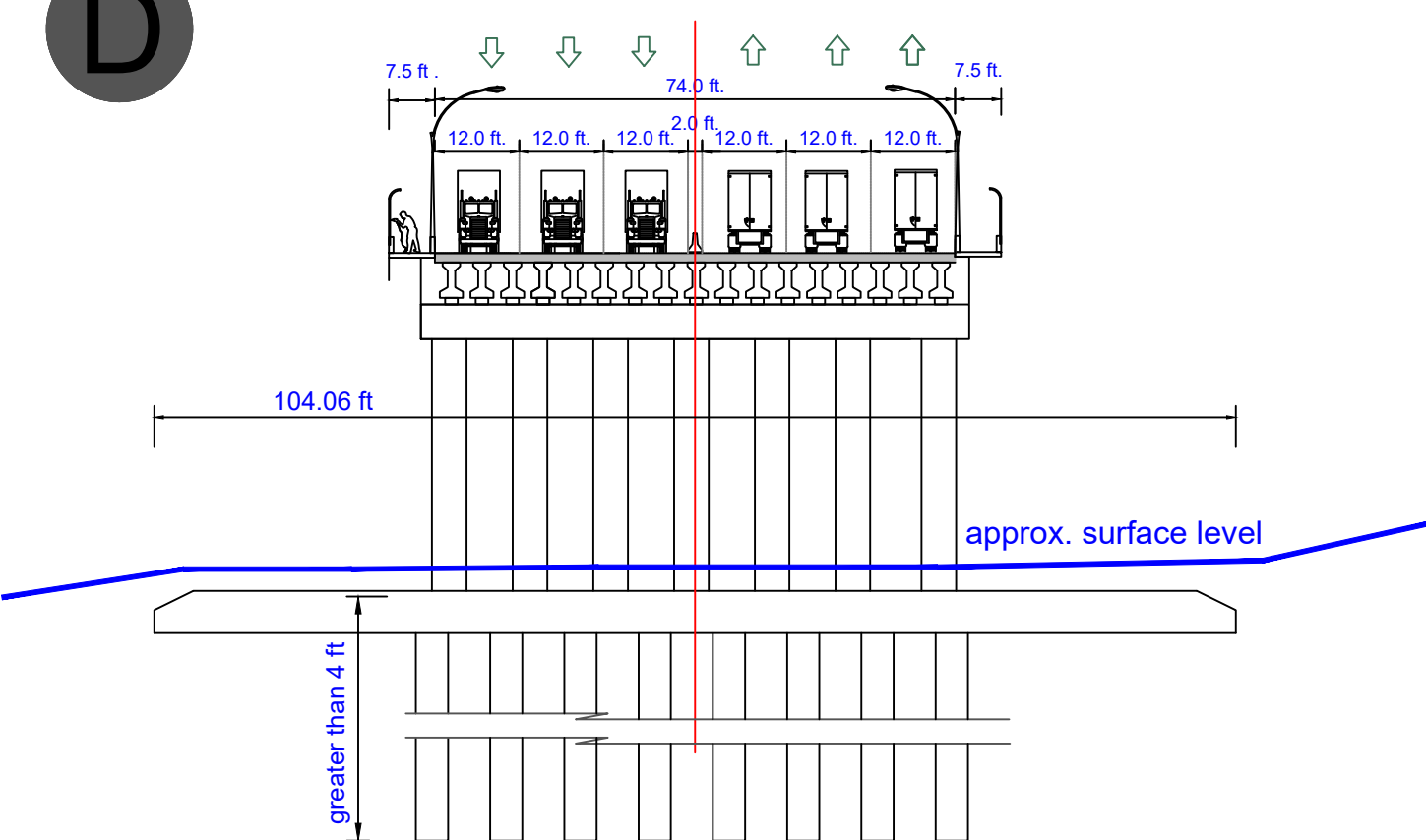
Railroad Bridge pier



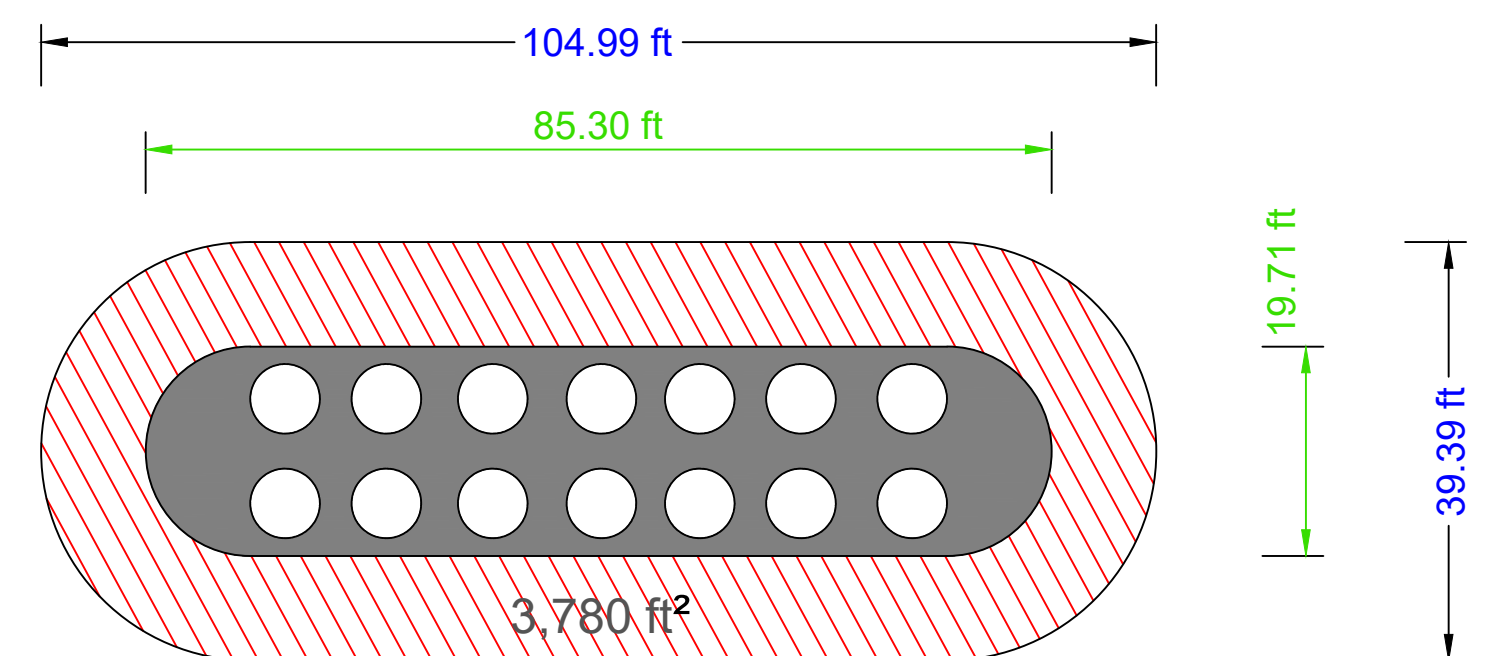
CMV Bridge abutment



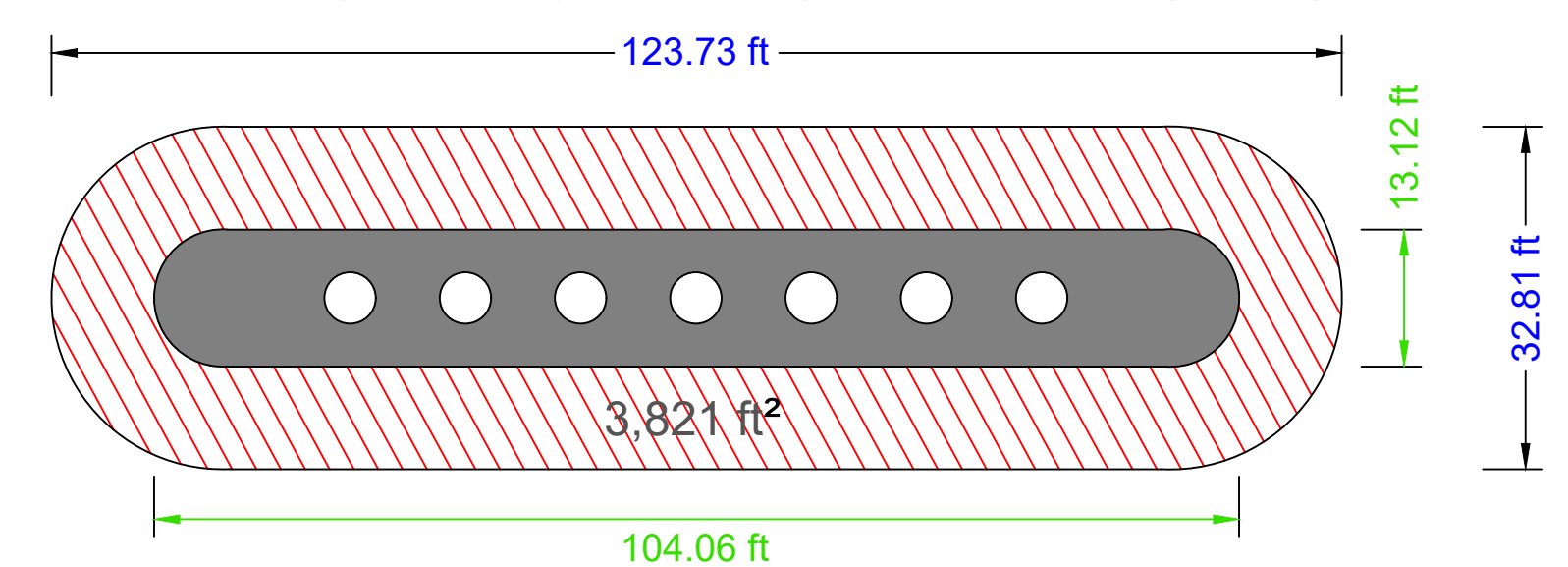
CMV Bridge pier



C: Railroad Bridge piers (x 5)

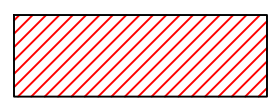
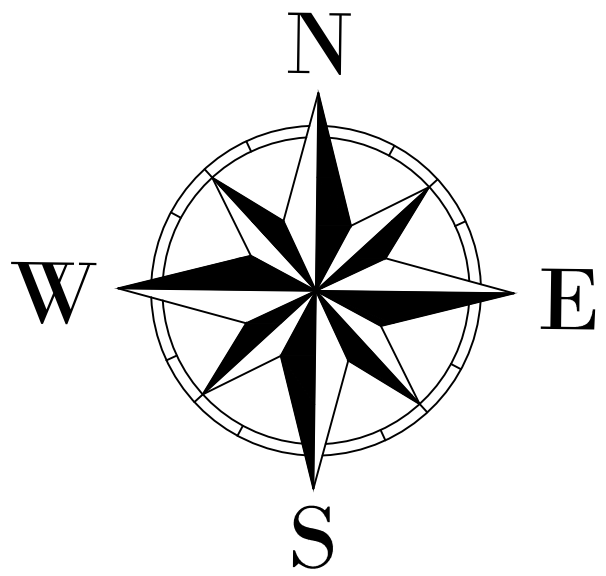
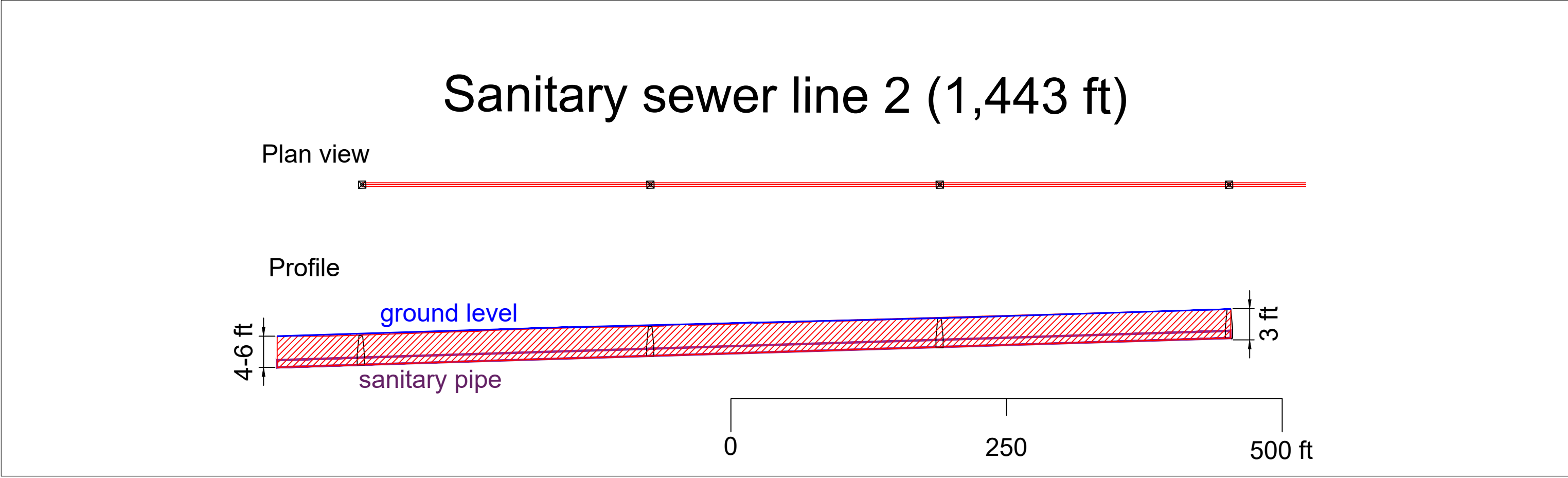
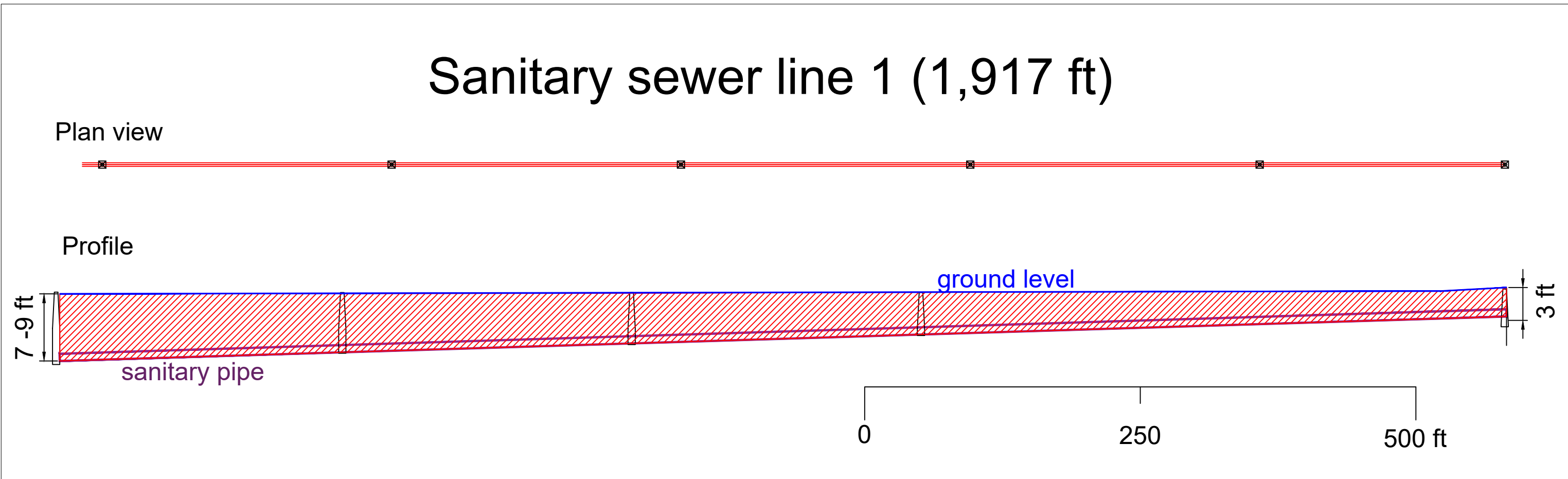
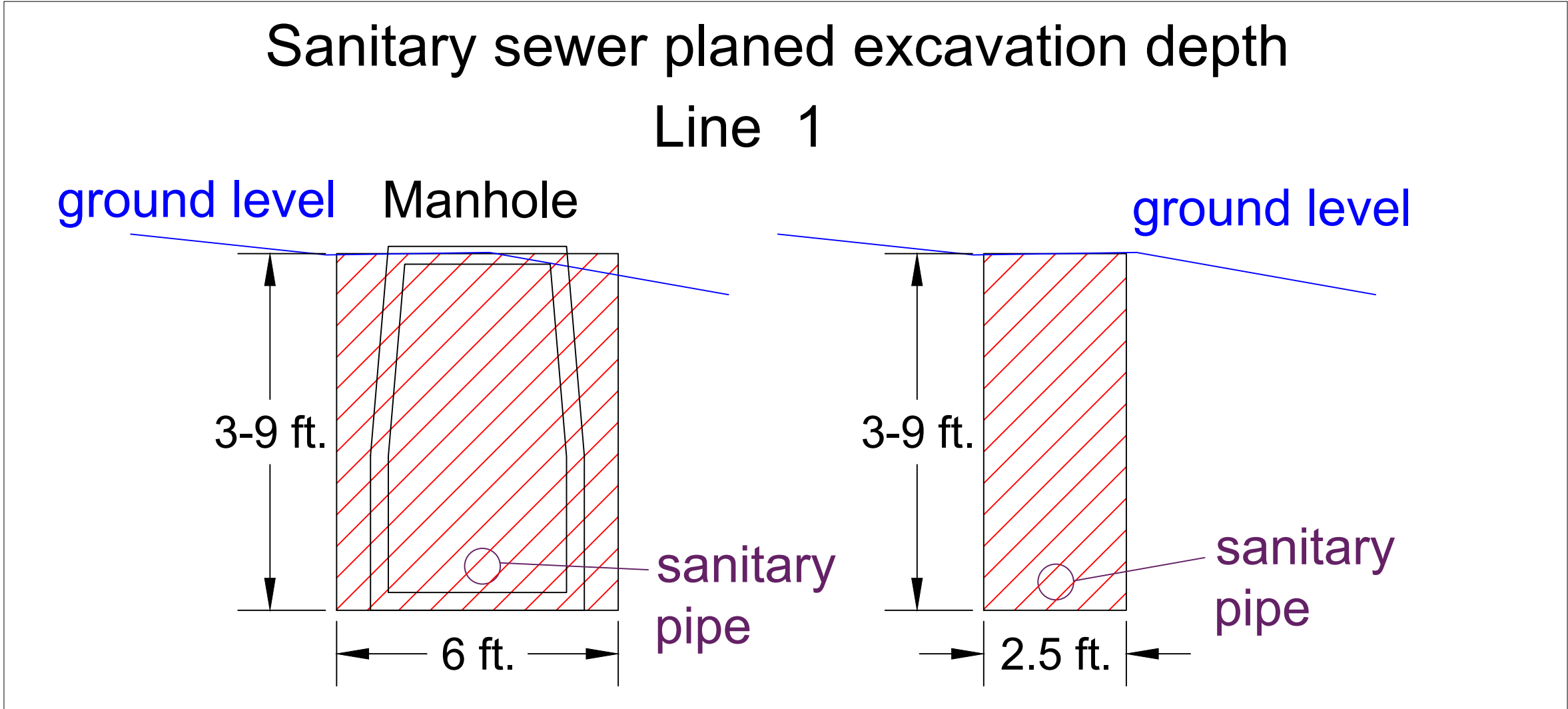
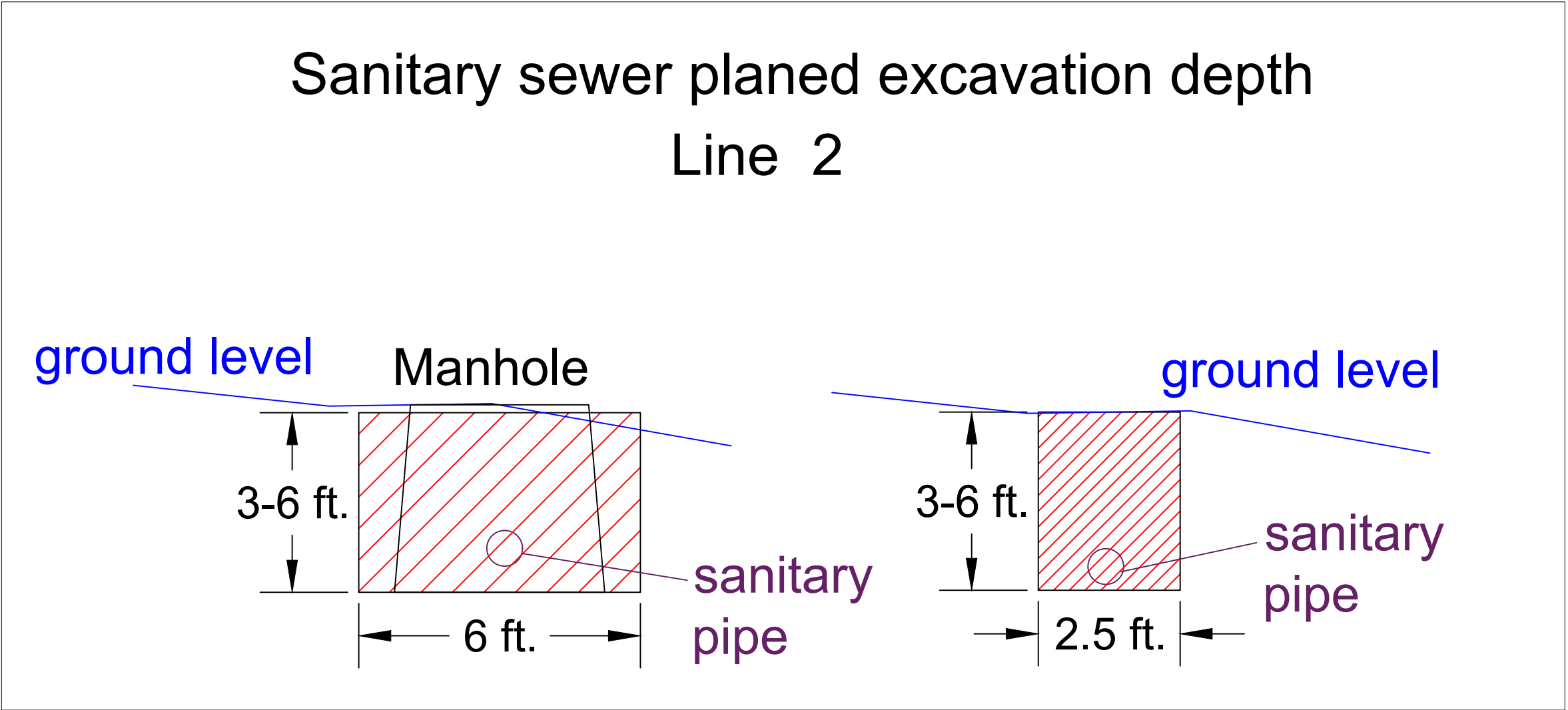
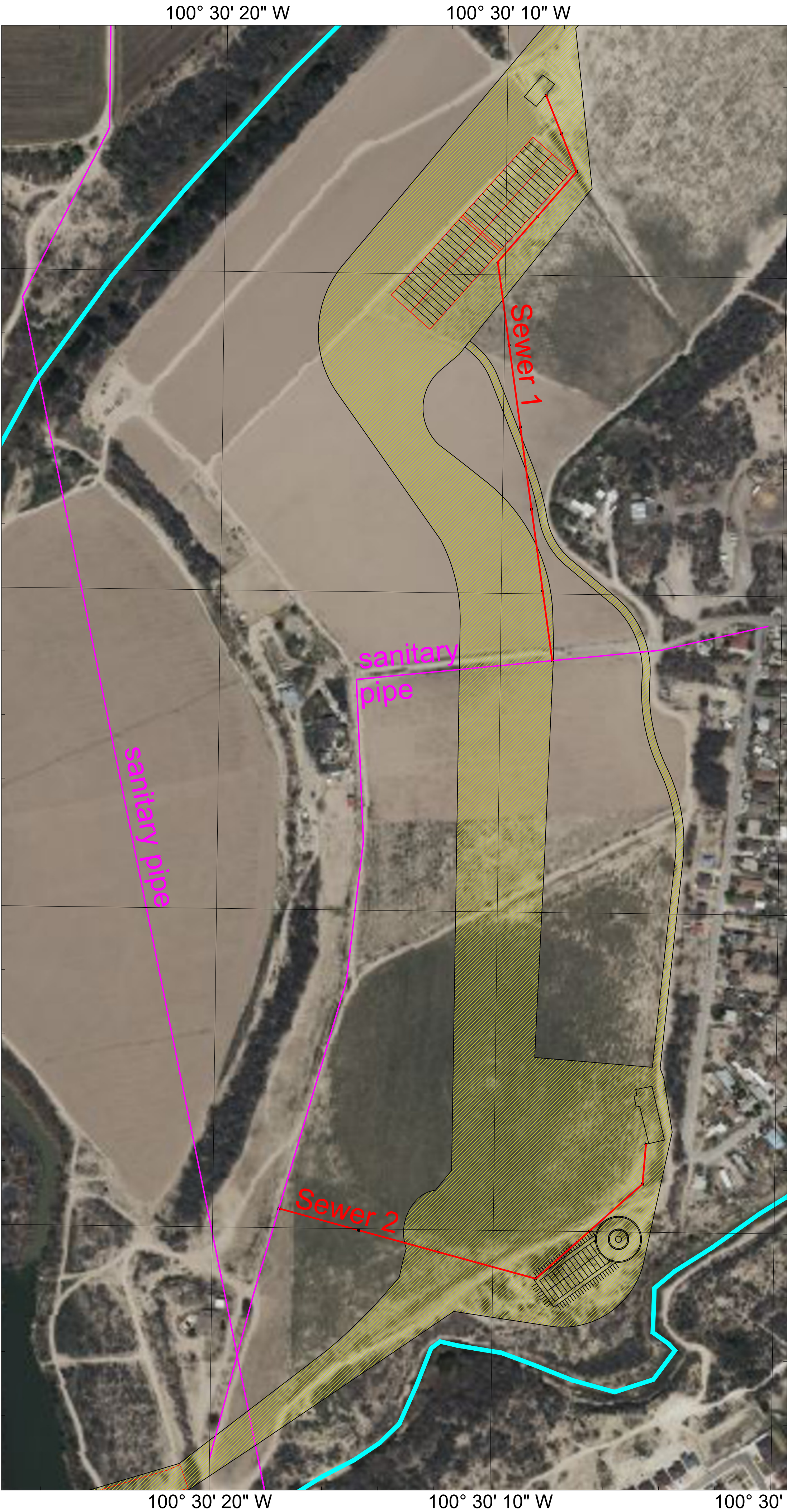


D: Highway bridge piers (x 2)



Vertical Disturbances (3)

Code: PVGTB-US-OEA-VD-03	File name: PVGTB-US-OEA-VD-03
Date: 05-31-2024	Version: 01
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: m / ft	Escale: --



Sewer excavation depths range from 3 to 9 feet, with a fixed width of 2.5 feet. Manholes measure 6 feet in length, width, and height.

- Existing sanitary sewer infrastructure
- Planned sanitary sewer infrastructure

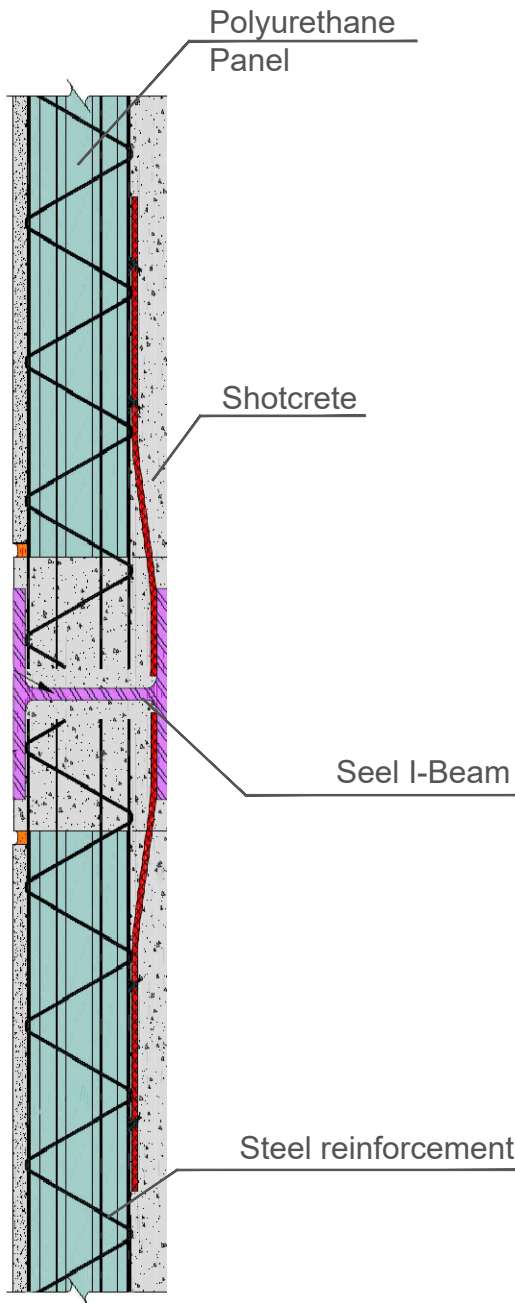


Vertical Disturbances (2)	
Code: PVGTB-US-OEA-VD-02_2	File name: PVGTB-US-OEA-VD-02_2
Date: 14-AUG-2024	Version: 02
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: ft	Escale: --



Sound wall

Sound wall plan view



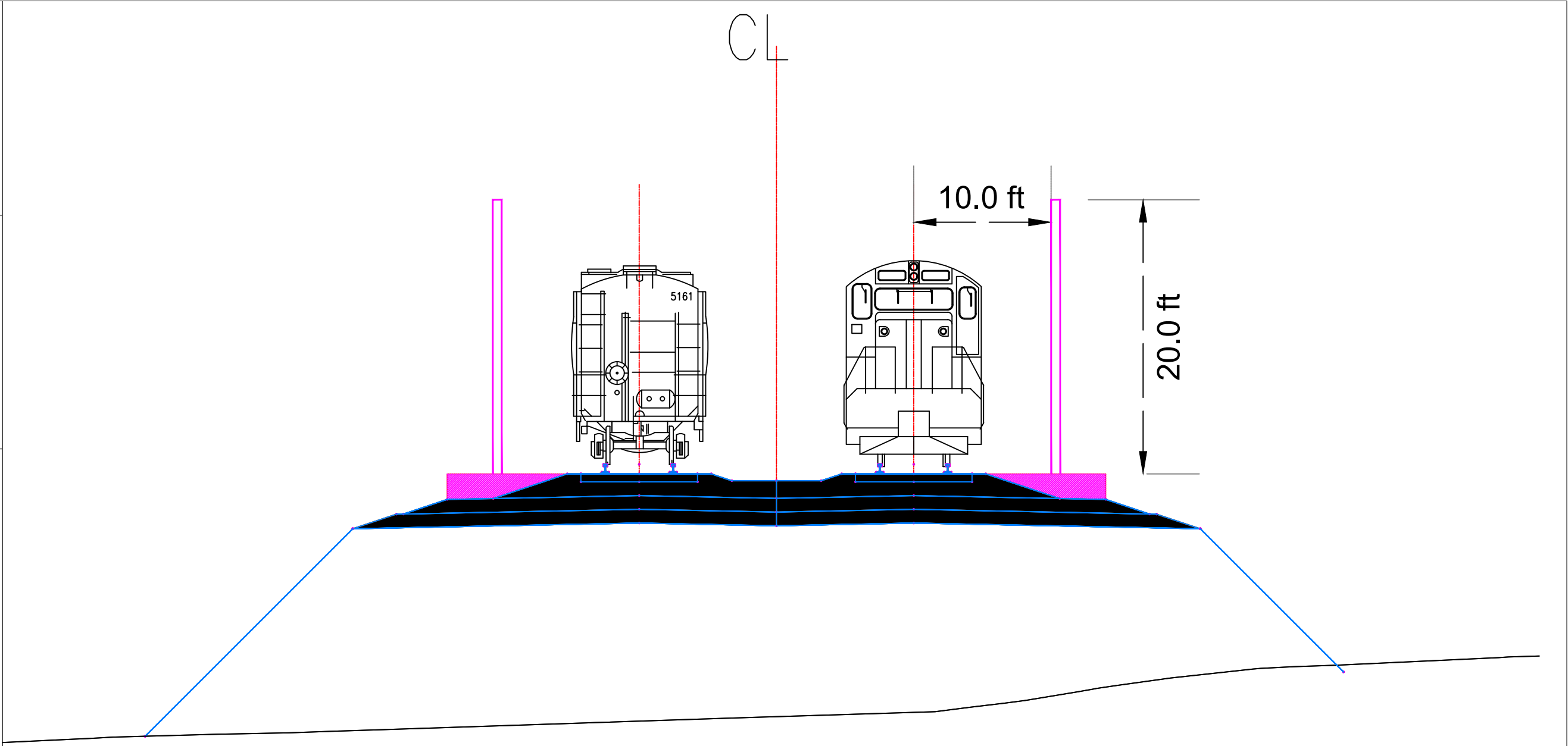
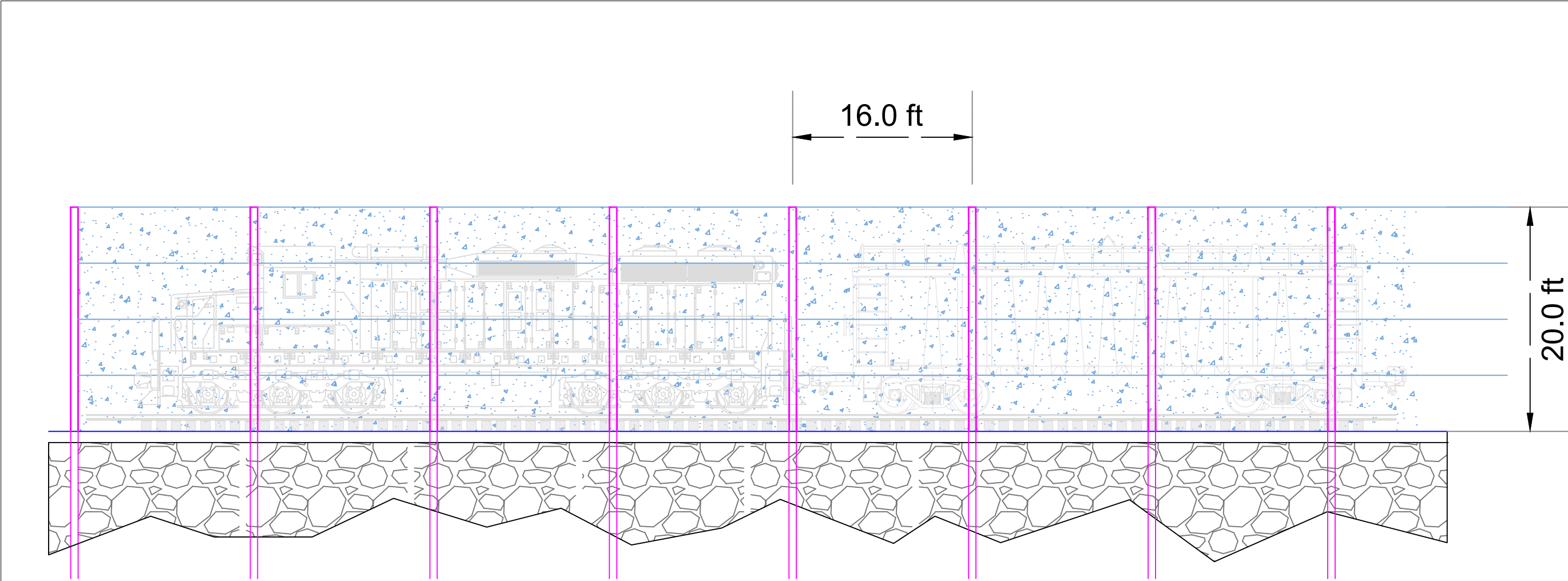
The noise barrier will be constructed using sections of 5 steel reinforced polyurethane panels, each measuring 4 x 16 feet, covered with shotcrete to achieve a height of 20 feet.

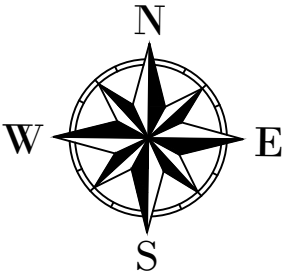
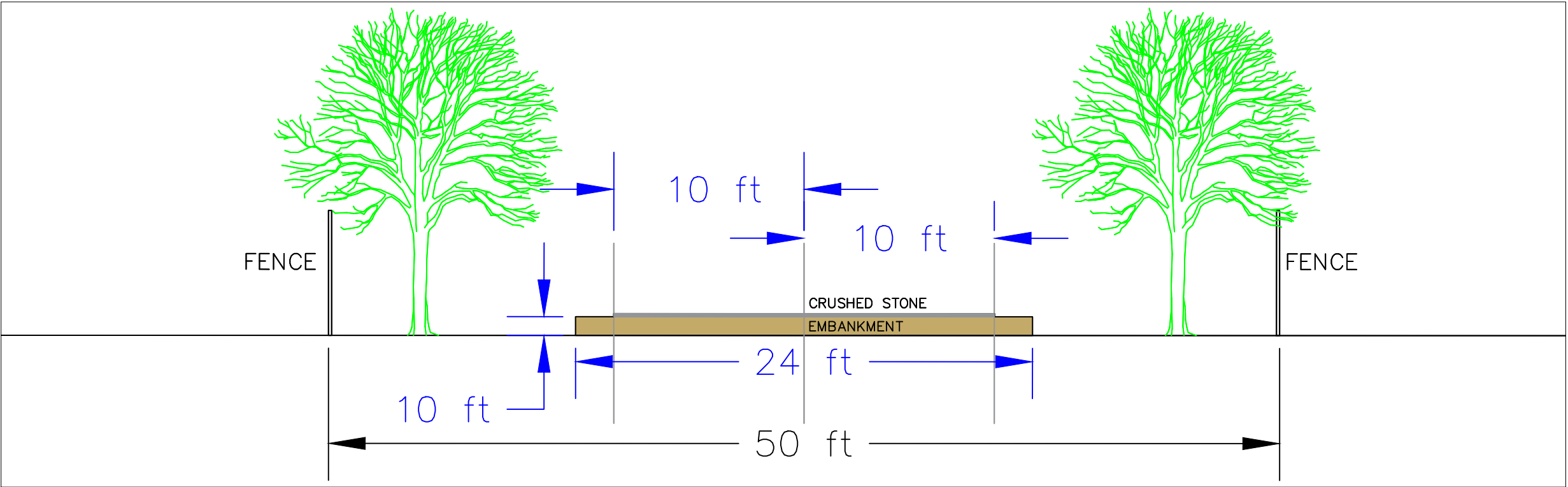
Steel I-beams will be installed every 16 feet for structural support.



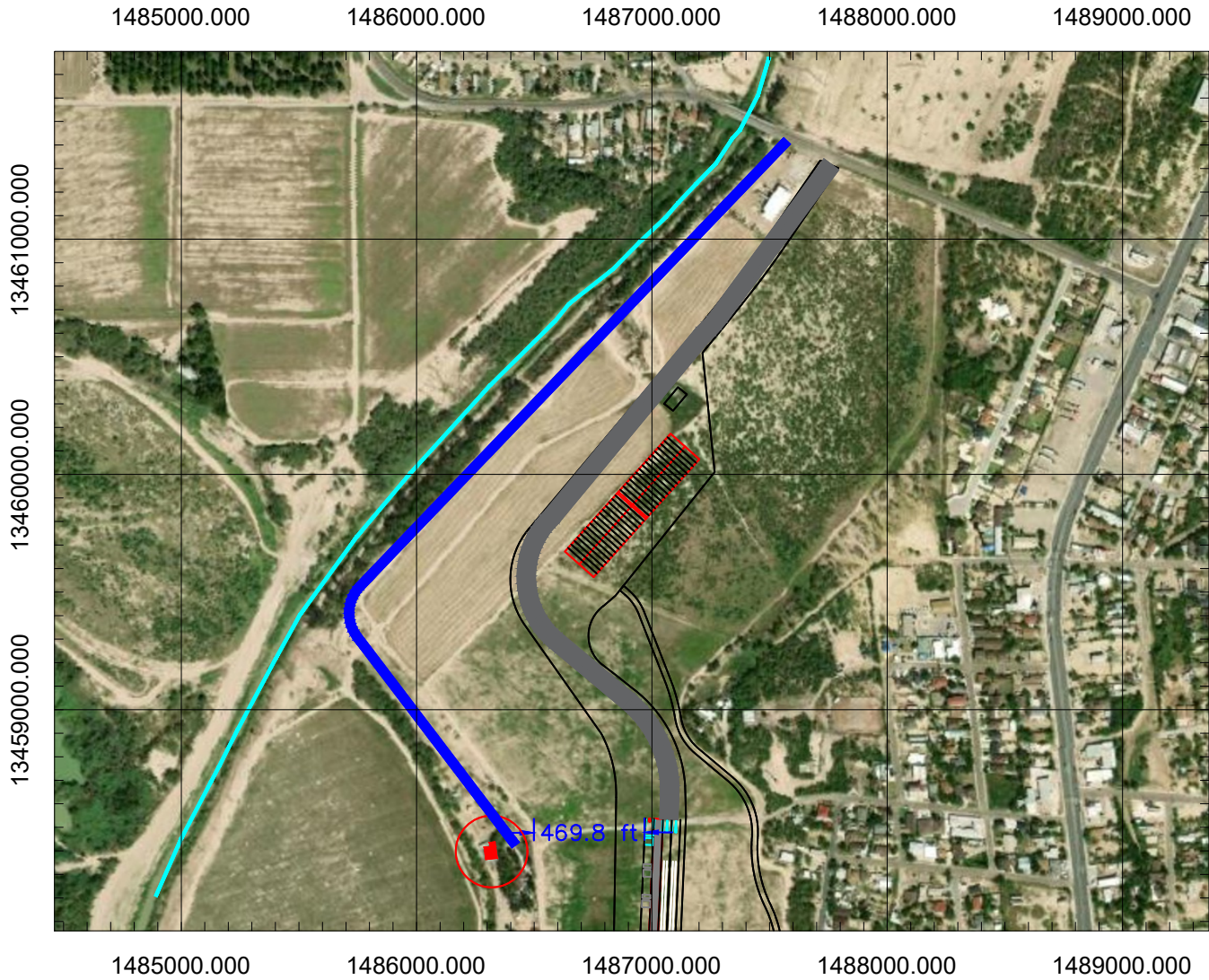
Noise wall

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





- CGC Ritchie's House
- Proposed Road (0.75 mi)



Proposed access features		
Concept	lenth (ft)	Width (ft)
ROW	3,940	50
Road	3,940	20
Fences	3,940	--
Concept	Width (ft)	Thickness (ft)
Surface (Crushed Stone)	20	0.160
Embankment	24	1.0
Concept	qty	
trees	80	

NAD83 TXSC



Puerto Verde Global Trade Bridge
CGC Ritchie - Proposed property access

Code: PVGTB-GEN-CGCR-01	File name: PVGTB-GEN-CGCR-01
Date: 24-06-2024	Version: 01
Designed by: R. Soto	Drawn by: R. Soto
Approved by: I. Villarreal	Location: Eagle Pass, Tx
Units: ft	Scale: --

lanes: 4
 Estimated speed: 15-18 mph
 Estimated Scanning time: 8-10 seconds
 Estimated capacity per lane: 417 trucks per hour
 Total estimated capacity: 1,668 trucks
 Total Estimated daily capacity: up to 25,000 trucks per day

Stage 1 Radiation Portal Monitors

Processing time (s)	0 s	0 s	made on movement
Distance to next stage	150 m	492 ft	
Average travel speed	19.3 km/h	12.0 mi	
Travel time (s)	28 s	28 s	
Stage 1 total time (s)	28 s	28 s	

Stage 2 Truck Scales

Processing time (s)	0 s	0 s	made on movement
Distance to next stage	120 m	394 ft	
Average travel speed	19.3 km/h	12.0 mi	
Travel time (s)	22 s	22 s	
Total time (s)	22 s	22 s	

Passive sensors
 Hourly capacity:
 1,668 trucks per hour

Non-intrusive Inspection Stages

Stage 3 Non-intrusive Scanning Sensors Combo I

Processing time (s)	0 s	0 s	Spected Scaning time
Distance to next stage	40 m	131 ft	
Average travel speed	4.8 km/h	3.0 mi	
Travel time (s)	30 s	30 s	
Total time (s)	30 s	30 s	

Stage 4 Non-intrusive Scanning Sensors Combo II

Processing time (s)	0 s	0 s	In case of testing new technology
Distance to next stage	40 m	131 ft	
Average travel speed	4.8 km/h	3.0 mi	
Travel time (s)	30 s	30 s	
Total time (s)	30 s	30 s	

Stage 5 Non-intrusive Scanning Sensors Combo III

Processing time (s)	0 s	0 s	In case of testing new technology
Distance to next stage	40 m	131 ft	
Average travel speed	4.8 km/h	3.0 mi	
Travel time (s)	30 s	30 s	
Total time (s)	30 s	30 s	

NII Scanning equipment
Hourly capacity:
240 trucks per hour

NII Scanning lanes: 2 (2 NII units)
Scanning time: 30 seconds
Estimated capacity per lane: 120 trucks per hour
Total estimated capacity: 240 trucks

Queue lanes: 6 (3 lanes per NII unit)
 Usable length: 825 ft
 Average truck length: 73.5 ft
 Allocated length per truck: 82 ft
 Estimated capacity per lane: 10 trucks
 Total estimated capacity: 60 trucks
 Estimated waiting time: 11.25 minutes
 Estimated hourly capacity: up to 320 truck per hour *

**Planned to be used at 75%*

Primary booths: 4 (2 per NII unit)
 Estimated capacity: 60 trucks per hour (per booth)
 Total capacity: 240 trucks per hour

Stage 6 Waiting Lanes

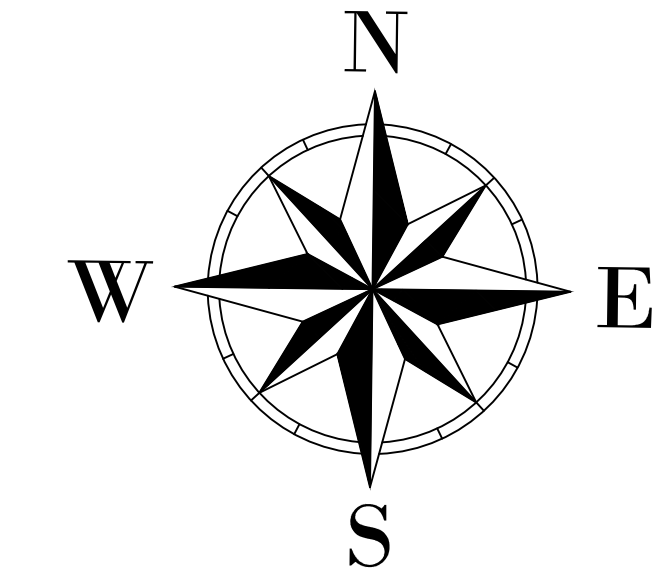
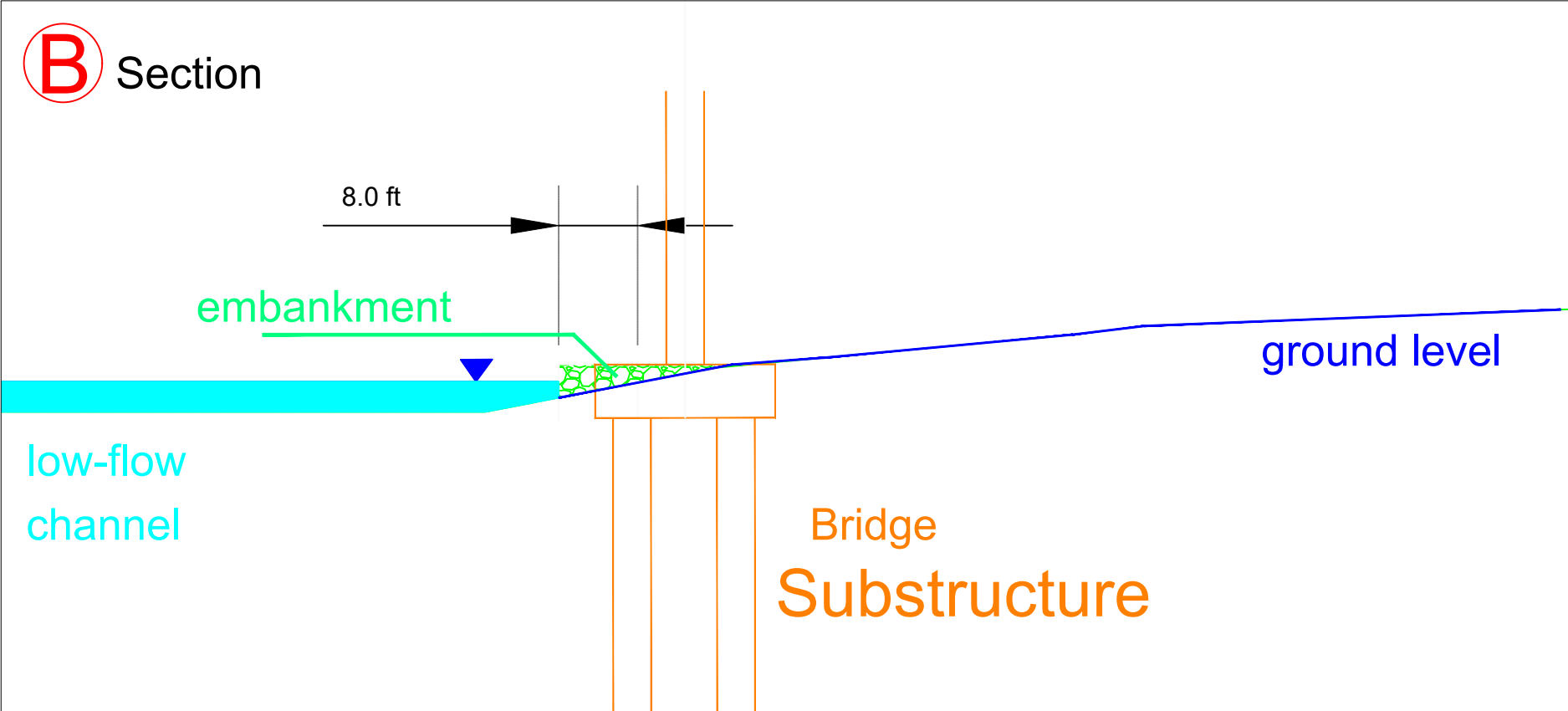
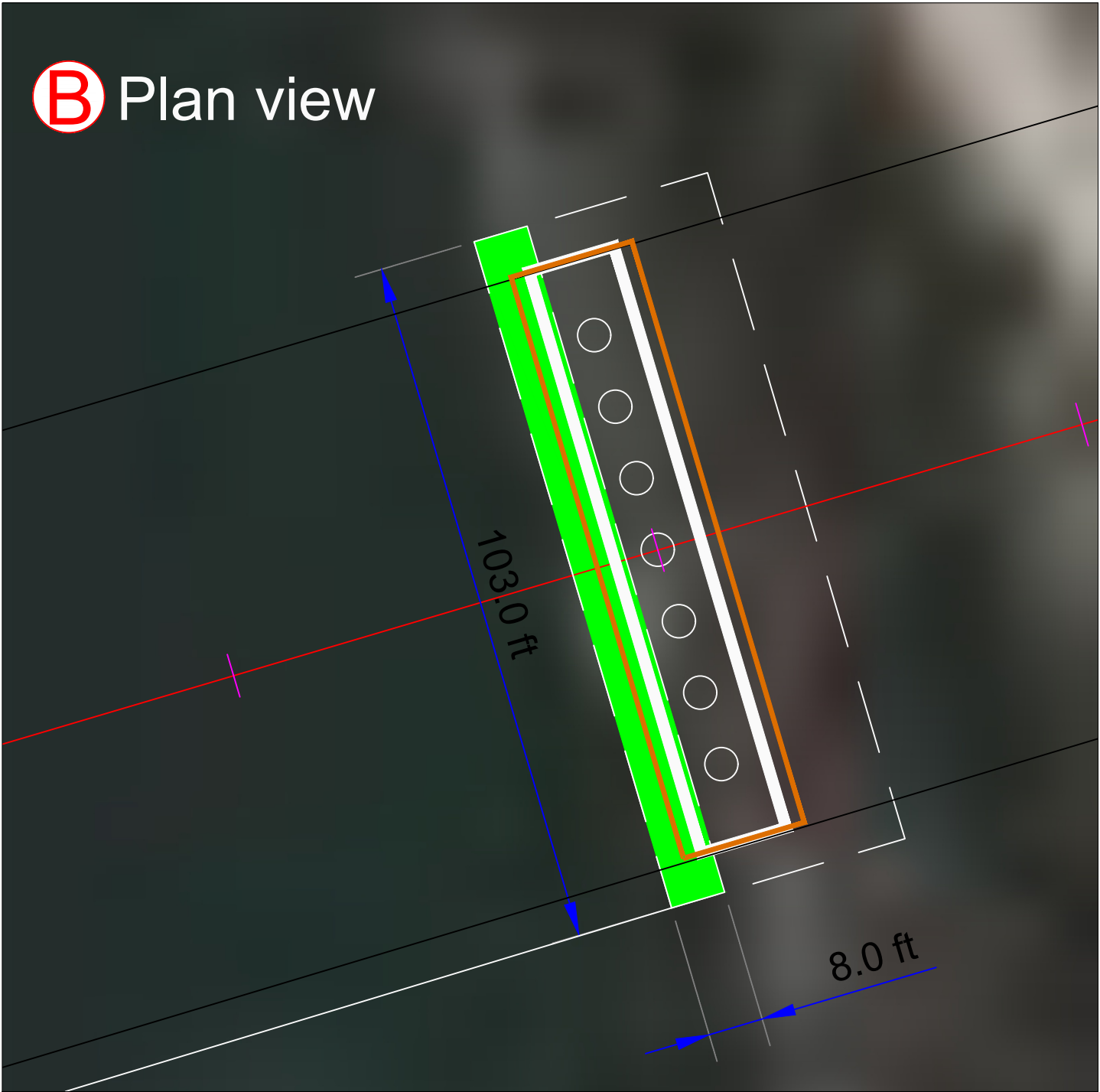
Processing time (s)	600 s	600 s	Wait for scanning data to be processed
Distance to next stage	200 m	656 ft	
Average travel speed	9.7 km/h	6.0 mi	
Travel time (s)	75 s	75 s	
Total time (s)	675 s	675 s	

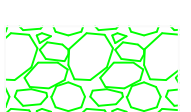
Stage 7 Primary booths

Processing time (s)	60 s	60 s	
Distance to next stage	0 m	0 ft	
Average travel speed	0.0 km/h	0.0 mi	
Travel time (s)	0 s	0 s	
Total time (s)	60 s	60 s	

Primary booths
 Hourly capacity:
 240 trucks per hour

Queue lines
 Hourly capacity:
 240 trucks per hour



 temporary rock embankment necessary during construction

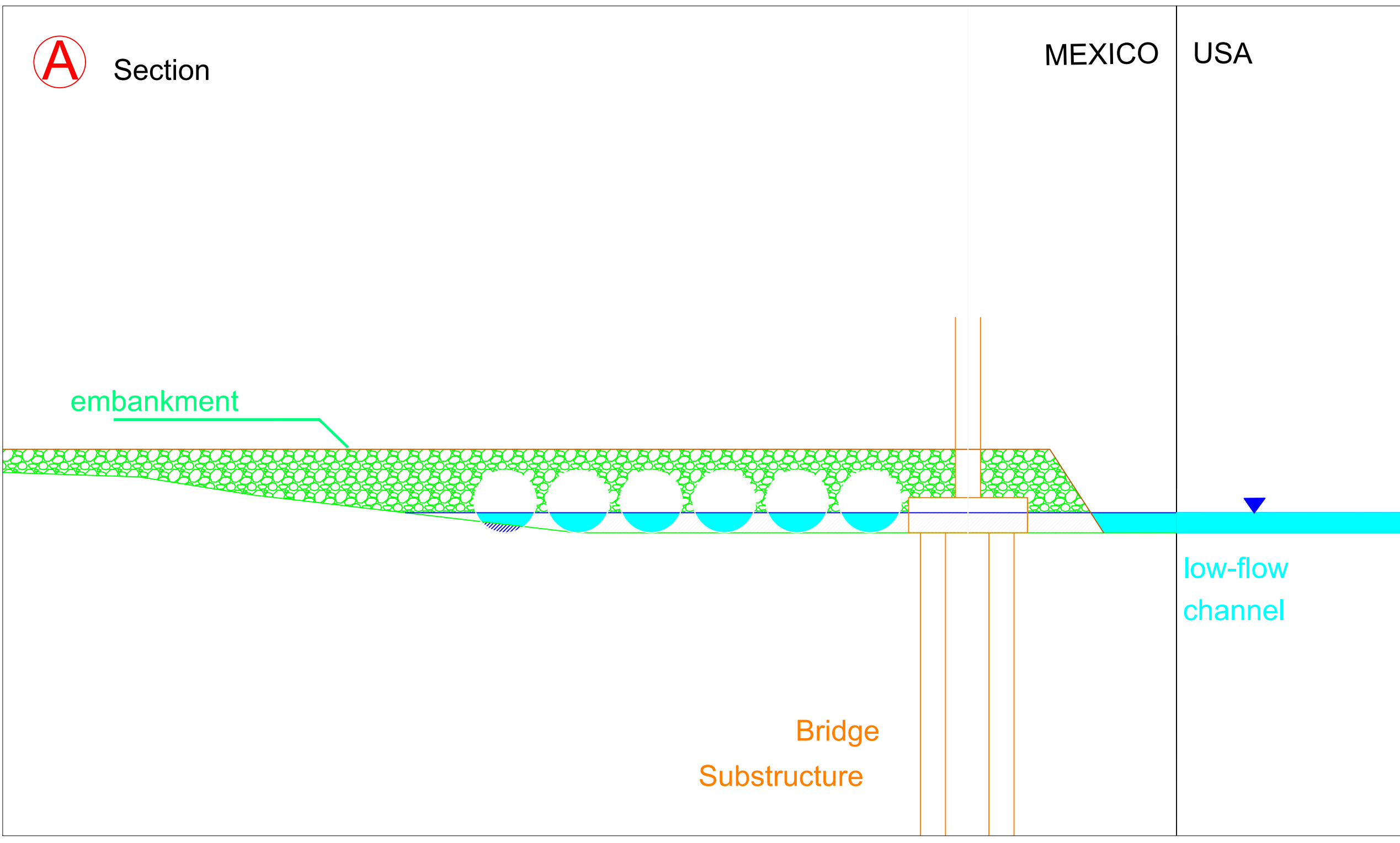
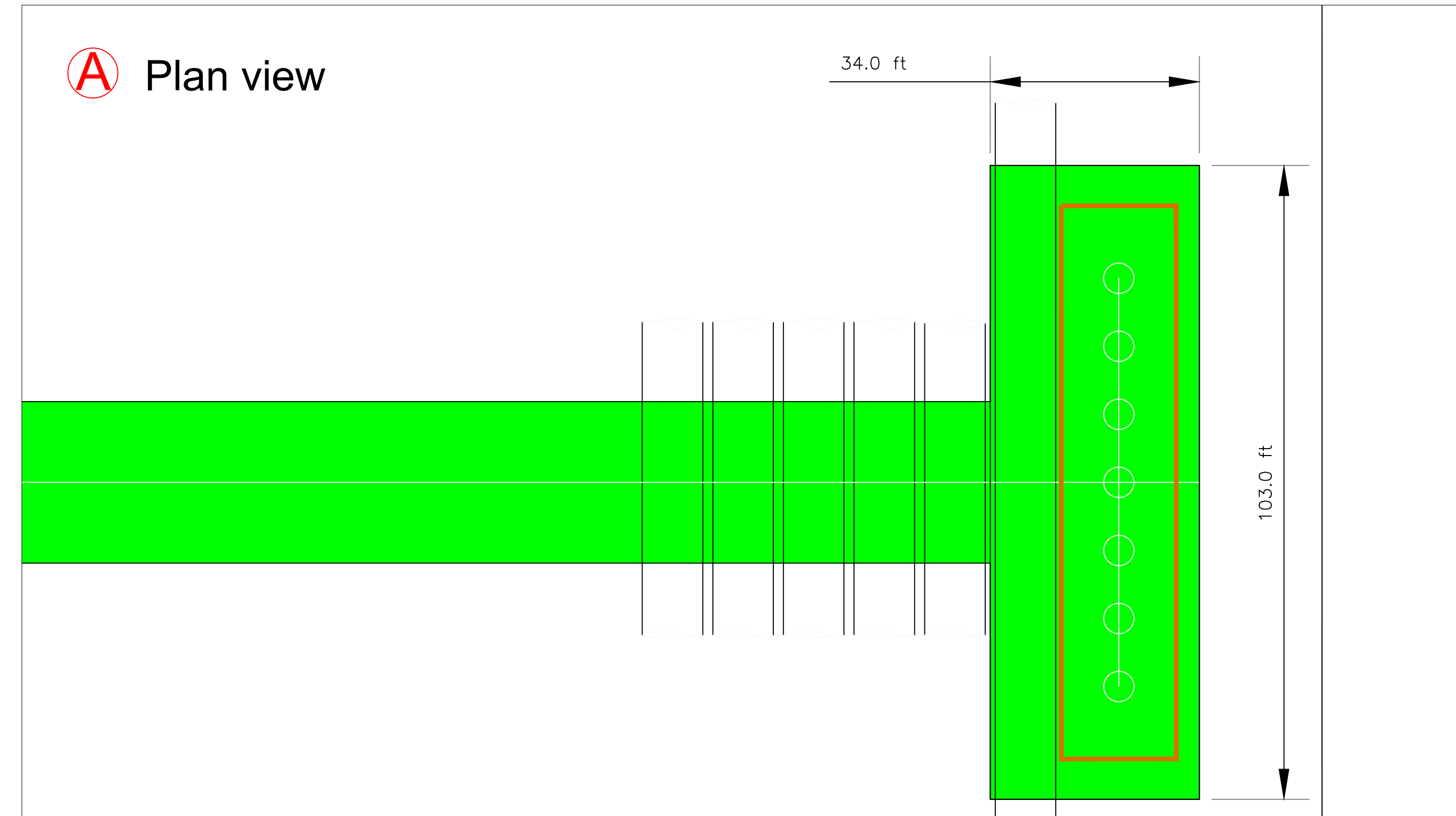
Estimated impacted area

Area affected on US side:	824 sqf
Area impacted on Mx side:	9,921 sqf
Total area impacted:	10,745 sqf

Estimated impact duration

Platform construction:	1 month each
Bridge Structure Construction:	3 months
Platform removal:	1 month
Total duration:	5 months

** platforms could be build simultaneously*



Rio Gande low-flow channel temporary affectation

Code:	File name:
PVGTB-US-OEA-VD-05	PVGTB-US-OEA-VD-05
Date:	Version:
23-AUG-2024	01
Designed by:	Drawn by:
R. Soto	R. Soto
Approved by:	Location:
I. Villarreal	Eagle Pass, Tx
Units:	Escale:
ft	--

Id	Task Name	Duration	Q1 Q2 Y1 Q3 Q4 Q1 Y2 Q2 Q3
1	THE LINE CONSTRUCTION	535 days	
2	Phase 1: EARTHWORKS	200 days	
3	Layout and leveling with topographic equipment	8 days	
4	Clearing, regardless of type and characteristics on road	21 days	
5	Stripping of 8 inch of topsoil material	28 days	
6	Subgrade fine grading for earthworks sections	40 days	
7	Construction of embankments using compactable mat.	55 days	
8	Excavation in Type B material in cuts for slope widening	40 days	
9	Fine grading to profile earthwork sections	8 days	
10	Phase 2: RAIL TRACKS	154 days	
11	Construction of a 12 in thick sub-ballast layer.	42 days	
12	Supply and installation of 100 ft elastic track	25 days	
13	Supply and installation of a switch set.	25 days	
14	Thermit welding on 136-RA rail.	6 days	
15	Construction of a 12 inches thick ballast layer, compacted to 90%.	40 days	
16	Track leveling by mechanical means with a regulating and laser track leveling equipment.	8 days	
17	Stress relief on 136-RA rail over 1,500 ft, up to the temperature indicated by the supervision.	8 days	
18	Phase 3: INTERNATIONAL BRIDGE	535 days	
19	Layout and leveling with topographic equipment establishing references in the field.	21 days	
20	Construction of a piling platform.	36 days	
21	Piling with concrete piles up to 150 ft deep.	130 days	

Project: PV Global Trade Bridge
GER Railroad - US

Id	Task Name	Duration									
			Q1	Q2	Y2	Q3	Q4	Q1	Y3	Q2	Q3
22	Construction of a 18ft x 18ft x 1.5 ft concrete footing with FC 3,500 psi concrete, reinforced with double layer inch rods, 1 ft apart.	60 days									
23	Construction of a concrete pile 15 x 4 ft in section, with a lower gauge of 18ft,	42 days									
24	Supply . and fabrication of an 4ft x 4ft x 24ft headpiece	84 days									
25	Supply and installation of 1 1/2" x 15' x 20" neoprene support.	12 days									
26	Supply and installation of steel superstructure.	60 days									
27	Fabrication, lifting, and installation of a 8 inch thick concrete slab	90 days									
28	Phase 4: COMPLEMENTARY WORKS	280 days									
29	Bridges over roadways and culverts.	263 days									
30	Cleaning of layout and leveling with topographic equipment establishing references in the field.	15 days									
31	Construction of piling platform using lateral borrow material.	21 days									
32	Secant wall of 80 ft depth and 21 ft height.	90 days									
33	Supply and installation of prefabricated headwall of 4 x 4 x 15 ft	60 days									
34	Supply and installation of steel superstructure.	77 days									
35	Nil infrastructure	49 days									
36	Layout and leveling	2 days									
37	Excavation for foundation and utilities	11 days									
38	Construction of walls and columns	32 days									
39	Preparation of utilities	4 days									

Project: PV Global Trade Bridge
GER Railroad - US

Id	Task Name	Duration	Q1 Q2 Y1 Q3 Q4 Q1 Y2 Q2 Q3								
40	Perimeter fences and noise barrier	130 days									
41	Layout and leveling with topographic equipment	5 days									
42	Excavation for posts and baseboard.	18 days									
43	Setting of starting and corner posts.	11 days									
44	Setting of intermediate posts and braces.	22 days									
45	Installation of top and bottom bars.	15 days									
46	Installation of chain link fence	15 days									
47	Installation of barbed wire and concertina	12 days									
48	Noise wall platform preparation	7 days									
49	Noise wall installation	18 days									
50	Tree line planting	7 days									

Project: PV Global Trade Bridge
GER Railroad - US

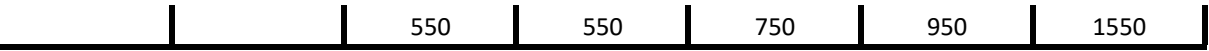
Construction equipment	Fuel type	Rated HP
<u>Phase 1 - Earthworks</u>		
Excavation		
Dump truck 8 yd ³ , International 4300	diesel	450
Front Loader on tires	diesel	600
Caterpillar 140H Grader	diesel	350
Ingersoll-rand Compactor	diesel	165
Embankment, complementary works		
Front Loader LG938 2024	diesel	600
Kenworth T680 18 yd ³ dump truck	diesel	550
Grader GR35	diesel	350
Hyundai compacter 165 hp	diesel	165
Water tanker truck 2,600 gal, T5G 12T 240hp 4x2 MODEL 2024	diesel	240
<u>Phase 2 - Railroad</u>		
All-terrain Link Belt lifting crane, 50 ton capacity	diesel	600
Bradt track maintenance truck	diesel	450
Front Loader LG938 2024	diesel	600
Plasser Theurer Track leveling equipment	diesel	450
Plasser Theurer ballast regulator	diesel	450
<u>Phase 3 & 4-International bridge and Complementary works</u>		
Kenworth flatbed truck, 46 ft	diesel	550
Grader GR35	diesel	350
Hyundai compacter 600hp	diesel	600
All-terrain Link Belt lifting crane, 50 ton capacity	diesel	450
Sullair 360 Air Compressor	diesel	350
Piledriver machine	diesel	400

Workhours Phase 1 - Earthworks	-	-
Workhours Phase 2 - Railroad		

Workhours Phase 3 & 4-International bridge and Complementary works		
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		Working hours of equipment in use per quarter				
		Year 1				Year 2
Average quantity	Time utilization factor	Q1	Q2	Q3	Q4	Q1
4	65%	1600	1600	400		
2	65%	1600	1600	400		
1	45%	800	1600	1600		
1	30%		200	800		
1	70%	1265	1265	1265		
4	70%	1265	1265	1265		
1	50%	800	800	800		
1	40%		400	400		
1	30%		400	400		
2	30%			400	400	
4	30%			400	400	
1	40%			400	200	
	25%			50	50	
	25%			50	50	
3	30%	200	200	200	200	200
1	20%					200
1	30%					400
2	50%			200	400	400
2	40%	150	150	150	150	150
1	30%	200	200	200	200	200

		Work hours per quarter				
		Year 1				Year 2
		Q1	Q2	Q3	Q4	Q1
-	-	7330	9130	7330		
				1300	1100	



Id	Task Name	Duration	Y1				Y2		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
1	THE OTHER PARTS CONSTRUCTION	537 days							
2	Phase 1: EARTHWORKS	377 days							
3	Layout and leveling with topographic equipment establishing field references	7 days							
4	Clearing, regardless of type and characteristics on roads	55 days							
5	Stripping of 8 inches of topsoil material	70 days							
6	Subgrade fine grading for earthworks sections	97 days							
7	Construction of embankments using compactable materials from cut	70 days							
8	Excavation in Type B material in cuts for slope widening	57 days							
9	Fine grading to profile earthwork sections	21 days							
10	Phase 2: ASPHALT CONCRETE PAVING	153 days							
11	Subbase construction	41 days							
12	Base construction	28 days							
13	Asphalt emulsions	28 days							
14	Asphalt base	28 days							
15	Asphalt binder	28 days							
16	Phase 3: BUILDINGS	249 days							
17	Inspection Tower	249 days							
18	K9 kennels Building	123 days							
19	Secondary inspection warehouse	207 days							
20	FMCSA building	165 days							
21	Phase 4: INTERNATIONAL BRIDGE	537 days							
22	Layout and stacking	27 days							
23	Leveling and signaling	27 days							

Project: PV Global Trade Bridge
Other Parts of the project

Id	Task Name	Duration												
			Q1	Q2	Y1	Q3	Q4		Q1	Q2	Y2	Q3		
24	Piling (concrete piles)	129 days												
25	Construction of concrete footing FC 250kg/cm2	62 days												
26	Construction of concrete pile	42 days												
27	Supply and installation of headstock	83 days												
28	Supply and placement of neoprene support	15 days												
29	Supply and placement of steel superstructure	62 days												
30	Fabrication, lifting and placement of concrete slabs	90 days												
31	Phase 5: PERIMETER FENCE	132 days												
32	Layout and leveling with topographic equipment stablishing field references	8 days												
33	EXCAVExcavation for posts and footings	29 days												
34	Driving of starters and corner posts	14 days												
35	Driving of intermediate posts and swords	27 days												
36	Installation of upper and lower bars	20 days												
37	Installation of chain link fence	20 days												
38	Installation of barbed wire and concertina	14 days												
39	Phase 6: Complementary works	76 days												
40	Layout and leveling	14 days												
41	Excavation	14 days												
42	Shoring	14 days												
43	Reinforcement steel	13 days												
44	Concrete	8 days												
45	Fill and approaches	13 days												

Construction Equipment	Fuel type	Rated HP	Average Quantity
<u>Phase 1 - Earthworks</u>			
FRONT LOADER LG938 2024	Diesel	600	2
EXCAVATOR CAPACITY 5yd3	Diesel	650	2
BULLDOZER CAPACITY 10yd3	Diesel	800	2
FRONT LOADER ON TIRES	Diesel	600	2
WATER TANKER OF 5000GAL T5G 12T 240HP 4X2	Diesel	240	4
DUMP TRUCK 8YD3 BRAND INTERNATIONAL 4300	Diesel	450	4
CATERPILLAR 140H MOTOR GRADER WITH 165 HP	Diesel	350	4
HYUNDAI COMPACTING ROLLER WITH 165 HP	Diesel	165	2
TAMPING RAMMER	Diesel	130	4
BACKHOE	Diesel	350	4
DOUBLE DRUM COMPACTOR	Diesel	165	2
INGERSOLL-RAND COMPACTOR	Diesel	165	2
KENWORTH T680 DUMP TRUCK WITH 18 yd3 CAPACITY	Diesel	550	4
<u>Phase 2 Pavement</u>			
BITUMEN DISTRIBUTOR	Diesel		2
ASPHALT PLANT	Diesel		2
CRUSHING MILL PLANT	Diesel		2
STONE SCREENS	Diesel		2
ASPHALT PAVER	Diesel		2
BACKHOE	Diesel	350	4
DOUBLE DRUM COMPACTOR	Diesel	165	2
INGERSOLL-RAND COMPACTOR	Diesel	165	2
KENWORTH T680 DUMP TRUCK WITH 18 yd3 CAPACITY	Diesel	550	4
<u>Phase 3 Buildings</u>			
CONCRETE PLANT	Diesel		2
LIGHT PLANT	Diesel		6
EXCAVATOR	Diesel	116	6
16 TON TRUCK WITH CRANE	Diesel	350	2
<u>Phase 4 International Bridge</u>			
CONCRETE PLANT	Diesel		2
DOLLY/TRAILER 50T	Diesel		
8 TON STAKE TRUCK	Diesel		4
LIGHT PLANT	Diesel		6
CONCRETE VIBRATOR 8HP	Gasoline	8	6
HYDRAULIC DRILL	Diesel		2
16 TON TRUCK WITH CRANE	Diesel	350	2

80 TON TIRELESS CRANES	Diesel	750	2
LINK BELT ALL TERRAIN CRANE WITH 50 TON CAPACITY	Diesel	600	2
20 TON TIRELESS CRANES	Diesel	400	2
BENTONITE PUMP	Diesel		2
PRESTRESSING EQUIPMENT	Diesel		2
<u>Phase 5 Perimeter Fence</u>			
BACKHOE	Diesel	116	1
<u>Phase 6 Complementary Works</u>			
BACKHOE	Diesel	116	1

Workhours Phase 1 - Earthworks			
Workhours Phase 2 Pavement			
Workhours Phase 3 Buildings			
Workhours Phase 4 International Bridge			
Workhours Phase 5 Perimeter Fence			
Workhours Phase 6 Complementary Works			
Total			

	Working Hours of equipment in use per Quarter						
	Year 1				Year 2		
Time utilization factor	Q1	Q2	Q3	Q4	Q1	Q2	Q3
40%	1050	1050					
50%	1200	1200					
65%	1250	1000					
45%		2400	1600				
65%	1800	1800	1000				
65%	1600	1600	400				
45%				2400	2400		
40%				1260			
40%			2000	2000			
45%			2100	2100	2100		
30%				1250			
30%				1250			
70%				1265	1265		
40%					840	840	
40%					680	840	
50%					1650	1150	
50%					1650	1150	
60%						1200	
45%						800	
30%						1200	
30%						1200	
70%					800	400	
70%				300	300		
			200	1200	1200	1200	
80%			400	2000	2000	2000	
40%				300	300	300	
70%	960	960					
15%	300	300	300				
50%	1000	1000	1000	1000	1000		
		1000	1000	1000	1300	900	
20%		1000	1000	1000	1300	900	
40%		800	700	700			
40%		950	950	950	950		

30%			1000	1000	1000	750	
30%				1250	1250	1250	
40%		1250	1250	1250			
		650	650	650	550		
				600	600	500	
30%	180	180					
60%					650	70	

	Workhours per Quarter						
	Year 1				Year 1		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
	6900	9050	7100	11525	5765		
					5620	8780	
			600	3800	3800	3500	
	2260	7910	7850	9400	7950	4300	
	180	180					
					650	70	
	9340	17140	15550	24725	23785	16650	0

Q4

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