

From: [Marks, Justin J.](#)
To: [Gosselin, Danielle](#)
Cc: [Webster, Elizabeth](#); [Stevens, Karen](#)
Subject: RE: FD 36833 - Status of Information Request 1 Response Follow-Up
Date: Friday, September 19, 2025 1:39:51 PM
Attachments: [image001.png](#)
[Lampwrights Letter 3 2025-09-18 Information Request Response.pdf](#)
[2025-09-16 Noble - Greentree Landfill Exhibit.pdf](#)
[Kersey Base Track 2025-09-16.kmz](#)

Danielle/Karen/Elizabeth:

Attached please find a letter from Lampwrights responding to the remaining information requests. Also attached as enclosures to the letter are maps in two formats – pdf and kmz.

Thank you,

Justin

Justin J. Marks

Attorney at Law

Clark Hill

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jmarks@clarkhill.com | www.clarkhill.com

From: Marks, Justin J.
Sent: Tuesday, September 2, 2025 6:12 PM
To: Gosselin, Danielle <Danielle.Gosselin@stb.gov>
Cc: nmermigas@Nobleenviro.com; Webster, Elizabeth <Elizabeth.Webster@stb.gov>; Stevens, Karen <Karen.Stevens@stb.gov>
Subject: RE: FD 36833 - Status of Information Request 1 Response Follow-Up

Hi Danielle:

Thank you for your email and my apologies Karen for not responding last week. We are waiting for one more piece of information from the rail engineering contractor.

They had provided it to us last week and therefore, we thought we would be able to provide it as expected. However, upon review, it had some items that required revision.

We believe that they will be providing it to us this week, but we will double check on their progress.

Thank you and we understand your need for the information in order to move forward.

Justin

Justin J. Marks

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From: Gosselin, Danielle <Danielle.Gosselin@stb.gov>

Sent: Tuesday, September 2, 2025 5:13 PM

To: Marks, Justin J. <jmarks@ClarkHill.com>

Cc: nmermigas@Nobleenviro.com; Webster, Elizabeth <Elizabeth.Webster@stb.gov>; Stevens, Karen <Karen.Stevens@stb.gov>

Subject: RE: FD 36833 - Status of Information Request 1 Response Follow-Up

EXTERNAL EMAIL: The sender (Danielle.Gosselin@stb.gov) is external to Clark Hill. Exercise caution with links, attachments, or replies if this message is unexpected.

Hi Justin,

Can you please provide us with an update on the status of the second part of Lampwrights' response to Info. Request #1? We were expecting the response by the end of last week. Under NEPA, we have one year to complete the Environmental Assessment for this project, and we need the response to move forward. Please let us know when Lampwrights will be able to provide us with the requested information. If there is going to be any additional significant delay, I may need to put the environmental review on hold until we receive the response.

Best,
Danielle

Danielle Gosselin
Director, Office of Environmental Analysis
Surface Transportation Board
(202) 245-0300

From: Stevens, Karen <Karen.Stevens@stb.gov>

Sent: Monday, August 25, 2025 3:16 PM

To: Marks, Justin J. <jmarks@clarkhill.com>

Cc: nmermigas@Nobleenviro.com; Gosselin, Danielle <Danielle.Gosselin@stb.gov>; Webster, Elizabeth <Elizabeth.Webster@stb.gov>

Subject: FD 36833 - Status of Information Request 1 Response Follow-Up

Good afternoon, Justin,

I wanted to follow-up with you regarding the status of the part 2 response to Information Request 1. It is our understanding that you will get us the rest of the information in the next few days, by the end of the week at the latest. We need this information to move forward with the environment review.

Thanks!

Karen



Karen Stevens

Environmental Protection
Specialist

Surface Transportation Board
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September 19, 2025

Ms. Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: STB Docket No. FD 36833 Lampwrights LLC– Construction and Operation
Exemption–In Elk and Jefferson Counties, PA; Final Response to Information Request
Number 1

Dear Ms. Gosselin:

Lampwrights LLC is submitting this letter to complete its response to OEA's Information Request No. 1, Section 1 (Rail Construction) and Section 4 (Alignments Considered). Enclosed with this letter are maps in PDF and KMZ format.

1. Rail Construction

- Identify and map the project-related construction footprint, including all permanent and temporary areas of disturbance. Maps are preferred in GIS format, if available. The map(s) should identify:
 - o All temporary access areas from the roadway network to the construction footprint, including equipment staging and laydown areas.
 - Please see the enclosed maps that will illustrate the location of ten temporary access points, six material laydown areas, six equipment staging areas, an outline of temporary disturbance areas, and the planned permanent disturbance areas.
 - o The conceptual location of any new ancillary buildings or facilities potentially constructed as part of the proposed rail line, including footprint and use.
 - Please see the enclosed maps that will illustrate the location of two buildings that have been proposed at the landfill yard location.

- Confirm whether the alignment of the proposed roadbed track deviates from the existing roadbed at any point and describe the deviation.
 - o It is Lampwrights intent that the Proposed Line will occur within the footprint of the existing roadbed. However, temporary disturbance areas may extend beyond the current footprint in certain areas. Therefore, the attached map shows where those temporary disturbance on either side of the roadbed may occur.
 - o The wye and landfill yard trackage serve as industrial trackage and deviate from the existing roadbed onto parcels to be developed.
- Describe the various anticipated construction methods for the proposed rail line. Include description and diagrams/graphics if applicable.
 - o For the rail line, rough and final grading will occur first using bulldozers, backhoes, excavators, roller compactors and other supporting construction equipment. After grading, drainage conveyances and a skeletonized track will be placed with the construction equipment already on-site. The track will be flooded with ballast, tamped and raised to finished elevations using ballast regulators and tamper. All rail construction will be done to meet AREMA specifications and Buffalo and Pittsburgh Railroad standards.
 - o Rail bridges will be constructed in accordance with AREMA standards consisting of prestressed concrete spans, supported on concrete caps, welded to driven steel H-pile. Typical span lengths are between 20 and 34 feet. However, one existing 80-foot bridge will be replaced with a bridge of the same length and will require a support structure that may be located within a water resource. Abutments are generally set behind the existing abutments to maintain hydraulic capacity. Construction impact can be minimized by using the existing Right of Way wherever possible. Some layout areas may be necessary to stage materials near the bridges. Using small, tracked cranes on the embankment section will be an efficient method of construction.
- Provide an estimate of the timing and duration of the construction period for completion of the proposed rail line.
 - o The rail line construction activities are anticipated to last 18-24 months and will coincide with the bridge construction activities.
- Describe the construction methods for repairing, rehabilitating, or replacing bridges or bridge abutments along the roadbed track. Would any of the existing bridge abutments from the existing roadbed be used for the project? If so, which? Provide conceptual plans, locations, and methods for rehabilitating or reconstructing any bridge abutments.
 - o Any existing bridge components will be replaced with new structures, and to the fullest extent possible, these new structures will be constructed within the same footprint as the existing structures they replace to minimize any disturbance to previously undisturbed surfaces.

- Describe any property acquisition required for the proposed rail line and landfill track and include any maps or tables regarding the locations of structures potentially displaced.
 - o Lampwrights has retained Keystone Acquisition Services to acquire the necessary property.
 - o Attached is a map showing structures that would be displaced by the Lead Track and the Landfill Track. On the Lead Track, a single structure (a garage) would be displaced (see page 2, top map, structure to the east of road crossing). On the industrial track, the structure that would be displaced is part of a single business (see green shaded rectangle at page 5 of PDF map).
- Provide the total acreage of tree removal for all components of the project, including along the existing roadbed and temporary staging areas and access roads for construction.
 - o Please see the maps for locations of tree removal planned to support the temporary and permanent areas of disturbance estimated to be 104 acres.

4. Alternatives Considered

- Provide details on any other rail alignments considered and dismissed. Include a description of any other alignments considered with location maps and the reason for dismissing the alignment.
 - o No other rail alignments have been considered because Lampwrights is utilizing an abandoned rail bed. One additional railyard site was considered because of its proximity to the landfill site. But Lampwrights decided against it because the proposed railyard adversely impacted waterways and wetlands and its location resulted in increased haul distances for landfill activities.

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

Sincerely,

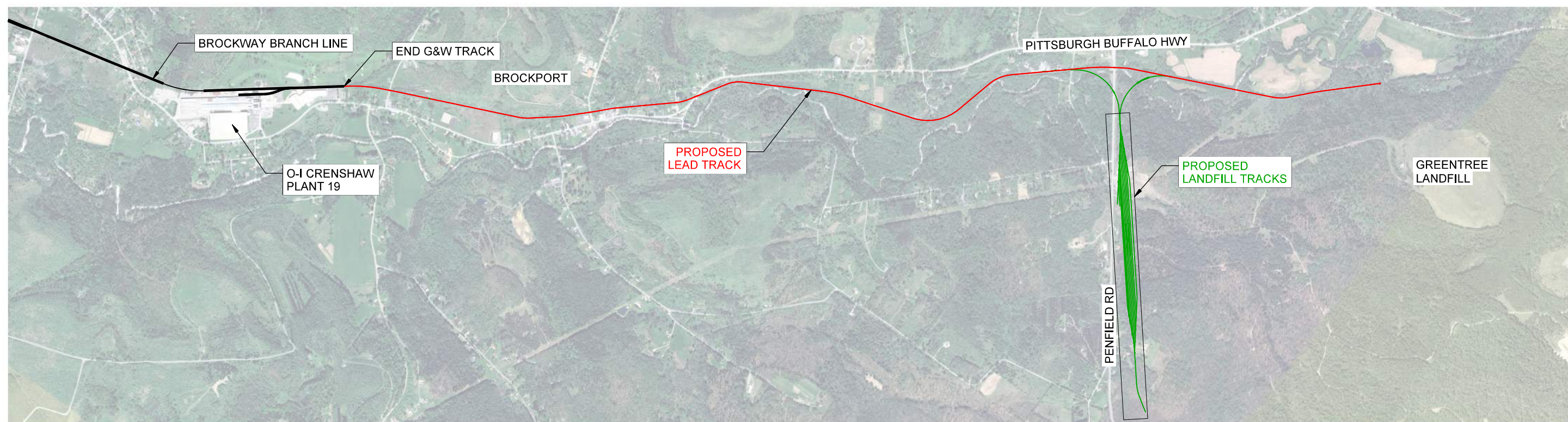


Justin J. Marks
Counsel to Lampwrights LLC

Enclosure



NOBLE ENVIRONMENTAL GREENTREE LANDFILL



LEGEND

- — Proposed Track
- Existing Track

SHEET INDEX

- 01 Cover Sheet
- 02 - 04 Lead Track
- 05 Landfill Tracks

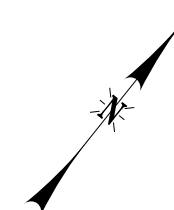
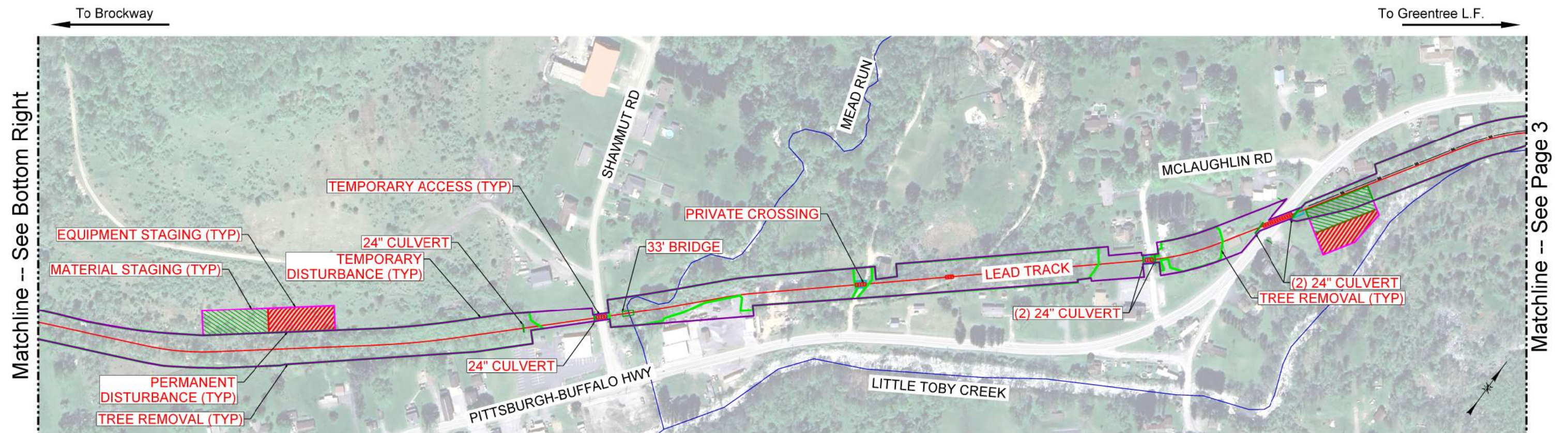


EXHIBIT PRINT

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DRAWN BY: TD	FOR USE IN AGREEMENT WITH: NOBLE ENVIRONMENTAL
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DATE: 9/16/2025	LOCATION & DESCRIPTION: BUFFALO AND PITTSBURGH RAILROAD, MP 2 ELK COUNTY BROCKPORT, PA
SHEET NUMBER 1 of 5	SHEET TITLE: GREENTREE PROJECT OVERVIEW



LEGEND

- Proposed Track
- Temp. Disturbance
- Tree Remove
- Existing Track
- Perm. Disturbance
- Creek

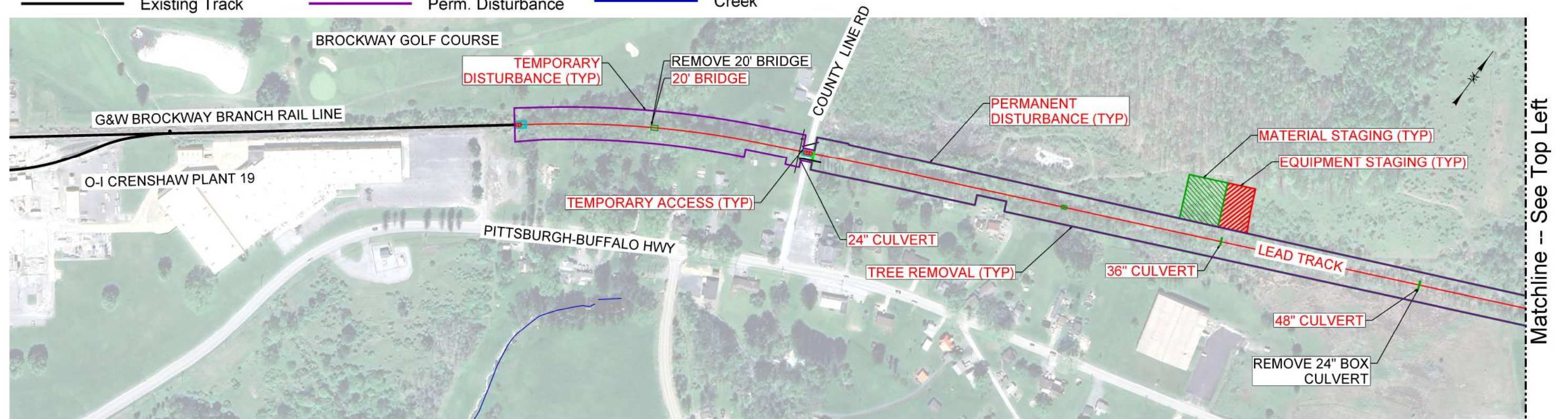
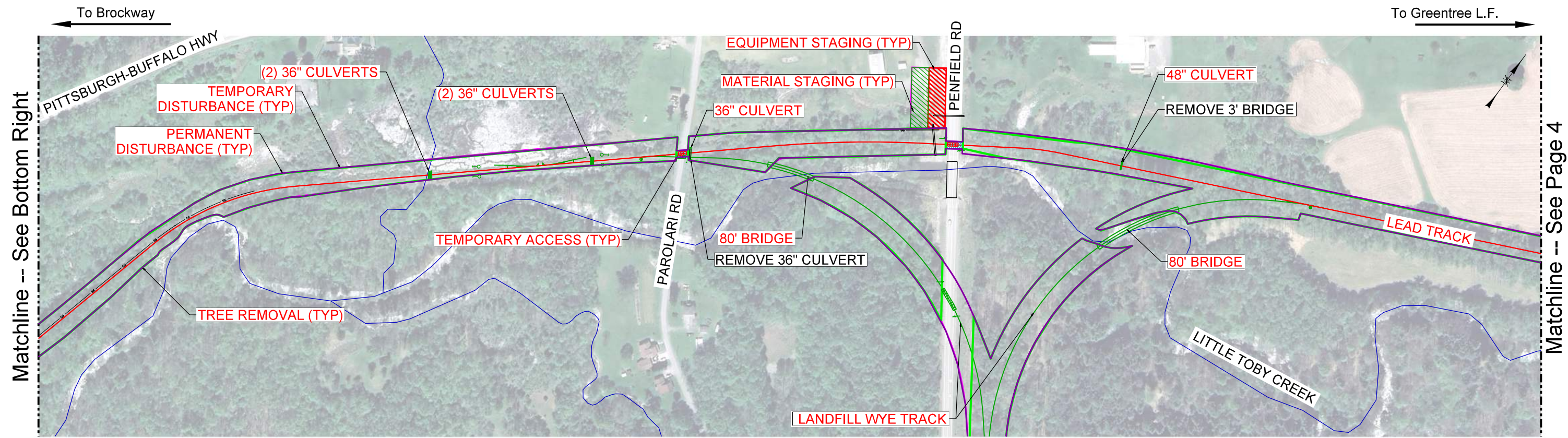


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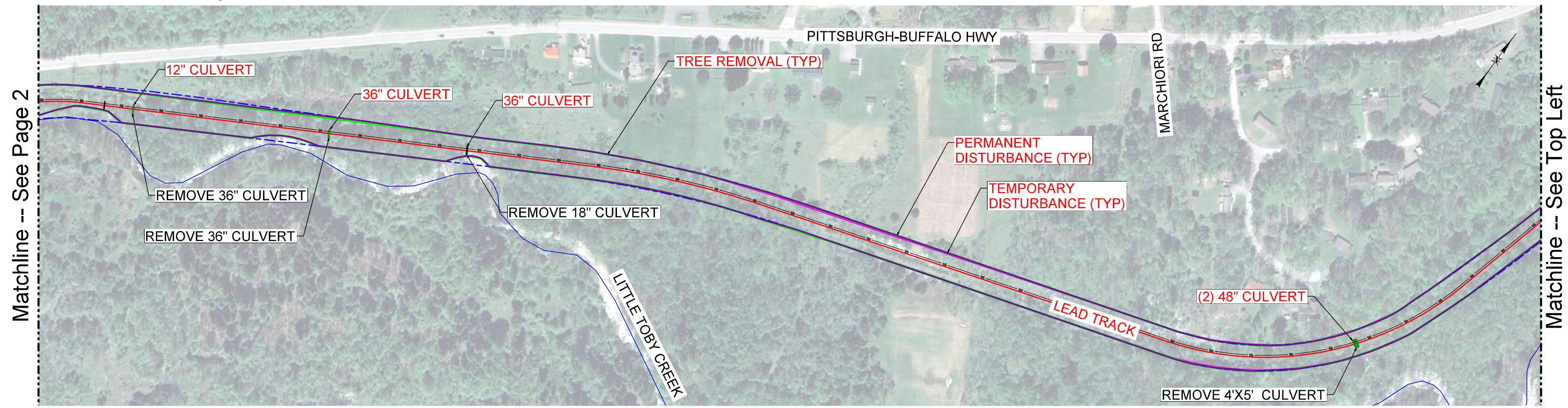


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DATE: 9/16/2025	SHEET TITLE: GREENTREE TRACK VIEW
SHEET NUMBER 2 of 5	



LEGEND

- | | | | | | |
|--------------------------------------|----------------|--|-------------------|--------------------------------------|-------------|
| — | Proposed Track | — | Temp. Disturbance | — | Tree Remove |
| — | Existing Track | — | Perm. Disturbance | — | Creek |

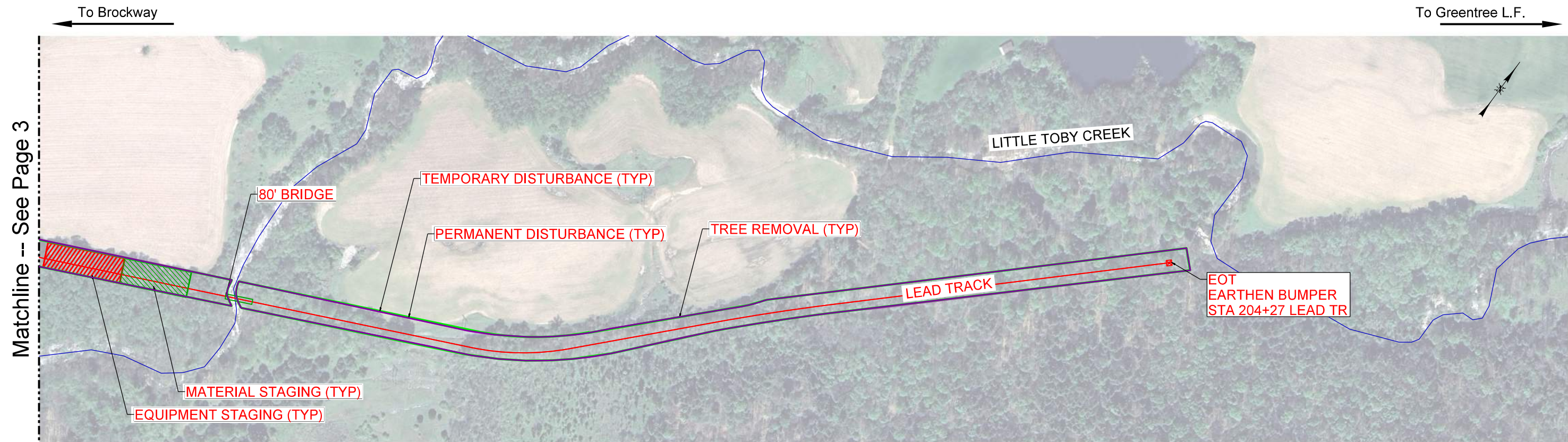


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SHEET TITLE: GREENTREE TRACK VIEW	

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LEGEND

—	Proposed Track	—	Temp. Disturbance	—	Tree Remove
—	Existing Track	—	Perm. Disturbance	—	Creek



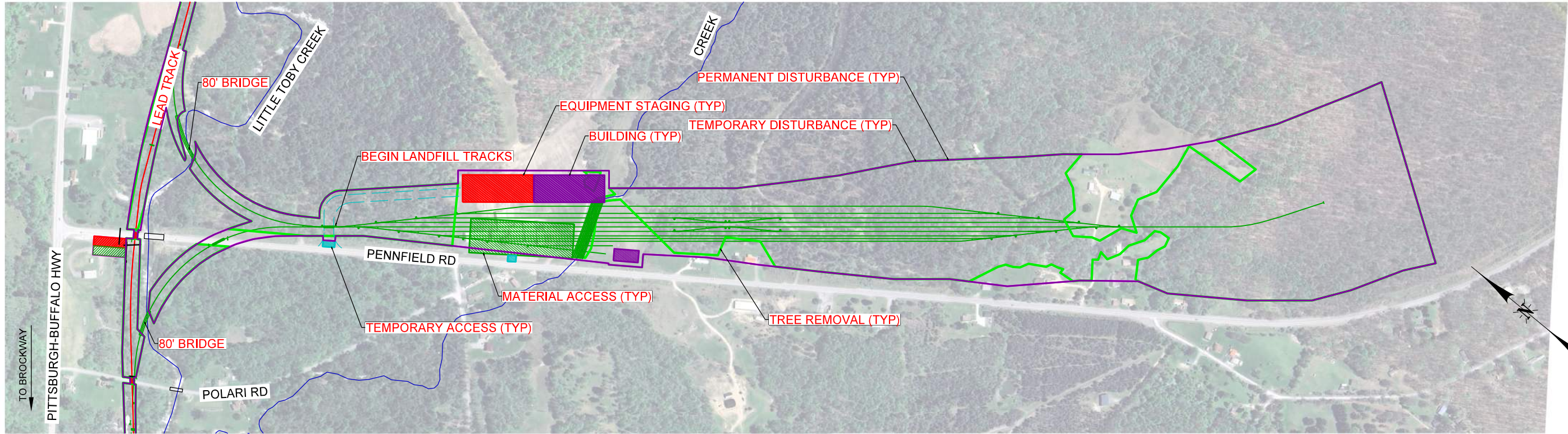
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SHEET NUMBER 4 of 5	
	SHEET TITLE: GREENTREE TRACK VIEW

Greentree Landfill Tracks



LEGEND

- | | | | | | |
|--|----------------|--|-------------------|--|-------------|
| | Proposed Track | | Temp. Disturbance | | Tree Remove |
| | Existing Track | | Perm. Disturbance | | Creek |



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DATE: 9/16/2025	LOCATION & DESCRIPTION: BUFFALO AND PITTSBURGH RAILROAD, MP 2 ELK COUNTY BROCKPORT, PA
SHEET NUMBER 5 of 5	
SHEET TITLE: PENNFIELD RD LANDFILL TRACKS	

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