

From: [Marks, Justin J.](#)
To: [Gosselin, Danielle](#); [Stevens, Karen](#)
Cc: [Jeffrey Gordon](#); [Thomas, Lemuel](#)
Subject: [External] RE: Lampwrights Letter: BASA / Lampwrights Agreement
Date: Wednesday, September 23, 2026 10:29:02 AM
Attachments: [Executed BASA Lampwrights MOU Exh B Redacted\(289938177.1\).pdf](#)
[Noble - Greentree Lead Track Option 2 Concept 4-8-2026\(289761282.1\).pdf](#)
[Noble - Greentree Lead Track Upper Option 2 Concept 4-24-2026\(289761277.1\).pdf](#)

Caution: External email. Exercise caution when clicking links, opening attachments, or providing sensitive information.

Danielle:

Please see attached. Also attached as Exhibit A are the drawings that I provided to you on Monday.

If OEA will be posting this agreement to the environmental docket, I've redacted Exhibit B.

Under the MOU, Lampwrights has agreed to pay for engineering and legal fees incurred by BASA since April 2026. Exhibit B includes itemized invoices for BASA's solicitor, Jeff Gordon and BASA's engineer, Bob Decker. Additionally, it includes a lump sum for another attorney that BASA hired to assist with the drafting of this MOU, Jason Tutrone from Thompson Hine.

Exhibit B may be commercially sensitive to these individuals, so out of an abundance of caution, I've redacted it.

Justin

Justin J. Marks

Attorney at Law

Clark Hill

601 13th Street NW, Suite 600, Washington, DC 20005

+1 202.772.0916 (office) | +1 703.215.6938 (cell) | +1 202.772.0930 (fax)

jmarks@clarkhill.com | www.clarkhill.com

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

Sent: Tuesday, September 22, 2026 10:45 AM

To: Marks, Justin J. <jmarks@ClarkHill.com>; Stevens, Karen <Karen.Stevens@stb.gov>

Cc: Jeffrey Gordon <jgordon@293law.com>; Thomas, Lemuel <Lemuel.Thomas@stb.gov>

Subject: RE: Lampwrights Letter: BASA / Lampwrights Agreement

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,

Please submit an executed copy of the Memorandum of Understanding referenced in your letter. After we receive it, we will set up a meeting to discuss moving forward with the environmental review for the proposed rail line construction.

Thanks,
Danielle

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

From: Marks, Justin J. <jmarks@ClarkHill.com>
Sent: Monday, September 21, 2026 6:13 PM
To: Gosselin, Danielle <Danielle.Gosselin@stb.gov>; Stevens, Karen <Karen.Stevens@stb.gov>
Cc: Jeffrey Gordon <jgordon@293law.com>
Subject: Lampwrights Letter: BASA / Lampwrights Agreement

Danielle/Karen:

I hope you are well. Attached please find a letter from Lampwrights to OEA to inform OEA that Lampwrights and the Brockway Area Sewage Authority have entered into an agreement for the relocation of the sewer line. Copied on this email is Jeff Gordon, the BASA solicitor.

Once you have reviewed, I would appreciate if we could re-start the environmental review process. I think we will require a call to reorganize since it has been about seven months since this process was place on hold.

Thank you,

Justin

Justin J. Marks

Attorney at Law

Clark Hill

601 13th Street NW, Suite 600, Washington, DC 20005

+1 202.772.0916 (office) | +1 703.215.6938 (cell) | +1 202.772.0930 (fax)

jmarks@clarkhill.com | www.clarkhill.com

**MEMORANDUM OF UNDERSTANDING REGARDING RELOCATION OF SEWER LINE
BETWEEN LAMPWRIGHTS, LLC AND THE BROCKWAY AREA SEWAGE AUTHORITY**

This **MEMORANDUM OF UNDERSTANDING (MOU)** is dated this 8th day of September, 2026, by and between the **BROCKWAY AREA SEWAGE AUTHORITY (BASA)**, a political subdivision of the Commonwealth of Pennsylvania, whose address is _____ and **LAMPWRIGHTS, LLC** (Lampwrights), a Delaware company, whose address is 6000 Town Center Blvd Suite 145, Canonsburg, PA 15317. In this MOU, BASA and Lampwrights may be referred to herein as "Party" or, collectively, the "Parties".

Recitals:

WHEREAS, Lampwrights is seeking authority from the Surface Transportation Board (Board) to construct and operate a rail line in Elk and Jefferson County, Pennsylvania (Project) extending from the O-I Crenshaw Glass Plant to the Superior Greentree Landfill.

WHEREAS, BASA owns a sewer line that traverses a segment (milepost 3.8 to milepost 5.2) of the Lampwrights proposed rail line (the sewer line, "Sewer Line"; the proposed rail line, the "Rail Line") and the current alignment of the Sewer Line is incompatible with the construction and operation of the Rail Line.

WHEREAS, On May 8, 2026, Lampwrights filed a Petition for Declaratory Order seeking declaratory relief that BASA lacked the authority to condemn an easement for its Sewer Line from milepost 3.8 to milepost 5.2 (Relief #5) and that BASA's occupation of its current Sewer Line easement is preempted under the Interstate Commerce Commission Termination Act (Relief #6).

WHEREAS, the Parties agree that the Sewer Line can be relocated to accommodate the Lampwrights proposed rail line as identified per RailPros (design consultant) drawings referenced as Noble — Greentree Lead Track Option 2 Concept, file dated 4/8/26 and Noble — Greentree Lead Track Upper Option 2 Concept, file dated 4/24/26 (attached and made part of this MOU).

WHEREAS, the Parties agree that following Board approval of the Lampwrights Project and before Lampwrights begins construction of the Project, the Parties will

execute a Utility Relocation Agreement (URA) for the relocation of the Sewer Line, which URA shall incorporate the terms of this MOU and may include additional provisions that do not conflict with this MOU.

WHEREAS, the Parties agree that the URA shall include a Sewer Line easement granted by Lampwrights to BASA if Lampwrights proceeds with the construction of the Rail Line.

WHEREAS, this MOU outlines the conditions that BASA would require as part of a relocation agreement and sewer line easement.

WHEREAS, upon execution of this MOU, Lampwrights agrees to withdraw those items (#5 and #6) of its May 8, 2026 Petition for Declaratory Order and agrees that it will not re-file seeking the relief sought against BASA.

WHEREAS, BASA agrees that Lampwrights may inform the Board that the parties have reached this agreement and BASA agrees that it will not oppose or hinder Lampwrights' efforts to obtain authority to construct and operate the Proposed Line.

NOW THEREFORE, in consideration of the premises and covenants of each, the Parties agree as follows:

1. URA

a. Before Lampwrights begins construction of the Rail Line, the Parties shall execute a URA for the relocation of the Sewer Line.

b. The URA must include provisions consistent with the provisions in Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17 of this MOU.

c. If Lampwrights commences construction of the Rail Line without first executing the URA, BASA may seek injunctive relief to halt construction and Lampwrights shall be liable for any costs or damages BASA incurs as a result.

2. Cost

a. Lampwrights would pay reasonable construction costs associated with relocating the Sewer Line to accommodate the Rail Line and also existing, past and future

costs related to Engineering, Attorney Fees, Administration cost, and other consultant fees or license fees.

b. The parties agree that past costs pre-dating this MOU will be limited to those costs associated with the Lampwrights' proposed line incurred by BASA from April 1, 2026 to the date of this MOU and already provided and agreed to as shown in Exhibit B.

3. Sewer Realignment

a. BASA will contract out design and construction of the realigned Sewer Line to qualified contractors using a competitive process.

b. Realignment of the Sewer Line will be constructed in accordance with BASA and Industry Standards for the sewer system, Lampwrights to insure adequate easement area and separation of the track in compliance with American Railway Engineering and Maintenance-of-Way Association (AREMA), industry, and regulatory standards (e.g., no 90-degree bends, Sewer Line not to be sleeved or encased along the parallel runs to the rail, adequate bank stabilization and erosion control shall be provided by Lampwrights).

c. Lampwrights will be required to obtain BASA's written approval of the realigned line design before construction. BASA shall not unreasonably withhold, condition, or delay review and approval;

d. Lampwrights will locate the realigned Sewer Line as depicted in RailPros (design consultant) drawings referenced as Noble — Greentree Lead Track Option 2 Concept, file dated 4/8/26 and Noble — Greentree Lead Track Upper Option 2 Concept, file dated 4/24/26 (attached and made part of this MOU), except as BASA otherwise agrees in writing.

e. The constructed realigned line will be subject to BASA inspection and approval. BASA shall not unreasonably withhold, condition, or delay inspection and approval.

f. Lampwrights will be responsible for all permitting, including environmental permitting, and shall obtain all necessary federal, state, and local permits, approvals, and authorizations required for the sewer realignment, including without limitation any permits required under the Clean Water Act, state environmental laws, and local ordinances. Lampwrights shall bear all costs associated with such permitting and shall indemnify BASA for any fines, penalties, or liabilities arising from Lampwrights's failure to obtain or comply with required permits. If such permitting is contracted to a third party

contractor, the contracting party – whether BASA or Lampwrights – may require the third-party contractor to satisfy this indemnity.

g. Lampwrights will be responsible for all necessary grade work, culverts & E&S Protection in connection with the sewer realignment.

h. Lampwrights, not BASA, will be responsible for obtaining any rights-of-way/easements necessary for the relocated Sewer Line, including condemnations.

i. The required right-of-way/easement over the relocated Sewer Line shall be sufficient as to protect the Sewer Line from the impacts of rail operations and shall be sufficient to allow BASA access rights to the Sewer Line, a minimum of 20 feet center on the Sewer Line (10 feet on both sides) and 21 ft from center of to the rail line to the center of the Sewer Line.

4. Sewer Line Crossings

a. All areas where the proposed rail crosses existing Sewer Lines shall be upgraded and sleeved with steel pipe.

b. No fittings greater than 45 degree bends will be permitted.

c. All crossing upgrades will be designed and constructed by BASA and paid for by Lampwrights.

5. Existing Sewer Line

a. Lampwrights shall not interfere with the operation of the existing Sewer Line being replaced until the realigned Sewer Line is complete and approved by BASA. If Lampwrights interferes with the existing Sewer Line, Lampwrights will be responsible for costs of restoring the existing Sewer Line and costs of any service interruption.

6. Property Rights

a. For as long as BASA or its successors in interest maintain the Sewer Line, Lampwrights shall grant BASA a permanent, irrevocable, non-exclusive easement for the realigned Sewer Line and all appurtenances thereto, including without limitation manholes, cleanouts, and related infrastructure, located under or within railroad property or its right of way. The easement shall be recorded and shall run with the land. At the time the easement is granted, Lampwrights shall represent and warrant that it has full

legal authority to grant such easement and that the easement will not be subject to any prior encumbrances, liens, or claims that would interfere with BASA's use thereof.

b. For as long as BASA or its successors in interest maintains the Sewer Line, Lampwrights shall grant BASA a permanent, irrevocable, nonexclusive easement over the right of way and railroad property as necessary to access the Sewer Line and perform work on it, including but not limited to inspections, maintenance, repairs, replacements, upgrades, and modifications, together with the right of ingress and egress for BASA personnel, contractors, vehicles, and equipment.

c. BASA will release the easement that it currently holds and that it obtained through eminent domain in exchange for the easement as outlined above.

7. Modifications

a. If after realignment of the Sewer Line, Lampwrights determines that continued rail operations requires that the sewer line would need to be relocated, Lampwrights shall bear all costs associated with any such future relocation of the subject sewer line whether that location is within or outside of the subject right-of-way.

b. If Lampwrights determines that rail operations require any modifications, adjustments, protections, or additional support to the BASA sewer line, Lampwrights shall bear all costs reasonably associated with any modifications, adjustments, protections, or additional support to the Sewer Line that Lampwrights determines is required as a result of: (i) Lampwrights rail operations, construction, maintenance, expansion, or improvement activities; (ii) changes in grade alignment or track configurations; (iii) any governmental requirement relating to the railroad; or (iv) any other cause attributable to Lampwrights or the railroad.

c. Lampwrights shall provide BASA with at least 180 days advance written notice before requiring any relocation, modification, adjustment, protection, or support of the Sewer Line, except in the case of an emergency affecting rail safety in which case Lampwrights shall provide as much advance notice as practicable. BASA shall have the right to propose alternative measures that would avoid or minimize disruption to the Sewer Line and Lampwrights shall accept such alternative unless it would unreasonably interfere with rail operations.

8. Access

a. For routine, non-emergency work, BASA and its contractors shall provide 48 hours advance written notice to Lampwrights before entering railroad property or the right of way in connection with the Sewer Line. Lampwrights shall not unreasonably withhold, condition, or delay access, and shall respond to BASA's notice within 24 hours. For emergencies (including but not limited to Sewer Line breaks, blockages, overflows, or conditions posing an imminent threat to public health, safety, or the environment), Lampwrights or Lampwrights' designated rail operator shall stop rail operations over rail property necessary to address the emergency as soon as practicable after receiving notice of the emergency from BASA. BASA and its contractors may access the Sewer Line after confirmation that rail traffic has ceased.

b. Lampwrights shall provide, at Lampwrights' sole cost and expense, any flaggers, watchmen, inspectors, or other rail protective services required by law or reasonably necessary for BASA's access to and work on the Sewer Line, including routine maintenance, inspections, repairs, replacements, and emergency work. BASA shall not be required to pay any flagging fees or protective service costs in connection with the Sewer Line.

c. Lampwrights shall not unreasonably interfere with BASA's access to, inspection, maintenance, repair, replacement, or operation of the Sewer Line. BASA shall conduct its activities in a manner that does not unreasonably interfere with rail transportation on the line.

d. BASA shall have the right, at reasonable times and upon reasonable notice (not to exceed 48 hours), to inspect the Sewer Line and the surrounding railroad infrastructure to the extent it may affect the Sewer Line. Lampwrights shall cooperate with BASA's inspection activities and shall not charge BASA any fees for such inspections.

9. Damage to Sewer Line from Rail Operations

a. Lampwrights shall be responsible for and shall promptly repair, at Lampwrights' sole cost and expense, any damage to the Sewer Line or interruption of sewer service caused by Lampwrights' rail operations, construction, maintenance, or repair activities, including without limitation damage caused by train operations, derailments, track maintenance, vibration, settlement, or the activities of Lampwrights' contractors or agents. Lampwrights shall indemnify and hold BASA harmless from any claims, liabilities, costs, or expenses (including reasonable attorneys' fees) arising from such damage or interruption.

10. Insurance

a. Lampwrights shall maintain, at its sole cost and expense, the following insurance coverage at all times during the term of this MOU and any period during which Lampwrights has obligations to BASA hereunder or under the URA: (i) Commercial General Liability Insurance with a combined single limit of not less than \$2,000,000 per occurrence and \$4,000,000 in the aggregate for bodily injury and property damage, naming BASA as an additional insured; (ii) Environmental/Pollution Liability Insurance with limits of not less than \$2,000,000 per occurrence, covering claims arising from pollution conditions caused by Lampwrights' activities; and (iii) such other insurance as may be required by law. Lampwrights shall provide BASA with certificates of insurance evidencing the required coverage upon request and at least annually. Lampwrights shall require its contractors performing work in connection with the Rail Line or the sewer realignment to maintain comparable coverage and to name BASA as an additional insured.

11. Encasement and Sleeving

a. The realigned Sewer Line shall not be be encased or sleeved in parallel runs along the railroad right of way, so that BASA may excavate and access the Sewer Line for maintenance, repairs, and replacement. Perpendicular crossings under the track may be sleeved or encased as reasonably required by AREMA standards, provided that such sleeving or encasement does not unreasonably impair BASA's ability to maintain, repair, or replace the Sewer Line.

12. No Crossing Agreement Fees

a. BASA shall not be required to pay any license fees, application fees, crossing fees, annual fees, or other charges in connection with the Sewer Line easement or BASA's access to, inspection, maintenance, repair, replacement, or operation of the Sewer Line. If a formal crossing or encroachment agreement is required, the terms of such agreement shall be consistent with this MOU and shall not impose any fees or charges on BASA.

13. Crossing Agreement Terms

a. If a formal crossing or encroachment agreement is required as part of this settlement, the parties agree that the terms of such agreement shall be consistent with this MOU and shall incorporate the protections set forth in this MOU, including without

limitation BASA's easement rights, access rights, cost allocation provisions, and insurance terms. BASA shall not be required to submit any application to or obtain any additional approval from Lampwrights or the railroad for the Sewer Line crossing or easement beyond what is provided in this MOU. Any crossing or encroachment shall be deemed pre-approved as of the effective date of this MOU.

14. Termination

a. The easements and rights granted to BASA under this MOU and a URA are permanent and irrevocable and shall not be subject to termination by Lampwrights.

b. The rights granted to Lampwrights under this MOU and a URA are permanent and irrevocable and shall not be subject to termination by BASA.

15. Environmental Liability

a. Under the URA, Lampwrights shall be responsible for any environmental contamination originating from the railroad right of way or Lampwrights' activities that affect the Sewer Line or BASA's ability to operate, maintain, or repair the Sewer Line. Lampwrights shall indemnify and hold BASA harmless from any environmental liabilities, remediation costs, fines, penalties, or claims arising from such contamination.

b. Lampwrights shall not be responsible for any environmental contamination originating from BASA's original placement of the Sewer Line. Lampwrights shall not have any responsibility for environmental contamination until BASA transfers operations from the existing Sewer Line to the relocated Sewer Line.

c. BASA shall not be responsible for any pre-existing environmental conditions on the railroad property or right of way that currently is not subject to BASA's easement.

16. Representations and Warranties

a. Lampwrights represents and warrants that: (i) it has full legal authority to enter into this MOU and to grant the easements and rights contemplated in this MOU; (ii) the easements granted to BASA under this MOU will not be subject to any prior liens, encumbrances, or claims that would interfere with BASA's rights under this MOU; (iii) the design and construction of the realigned Sewer Line will comply with all applicable federal, state, and local laws and regulations; (iv) Lampwrights will comply with all applicable laws and regulations governing the construction and operation of the rail line, including without limitation Federal Railroad Administration safety regulations and

Surface Transportation Board requirements; and (v) the construction and operation of the rail line will not unreasonably interfere with BASA's ability to operate, maintain, repair, or replace the Sewer Line.

17. Protections against non-performance

a. BASA shall be entitled to seek specific performance of Lampwrights' obligations under this MOU and the URA, including without limitation Lampwrights' obligations to complete the sewer realignment, grant the easements, provide access, pay for future relocations if required for rail operations, and comply with all other terms hereof. The parties agree that monetary damages alone would not be an adequate remedy for breach of these obligations and that BASA would suffer irreparable harm if Lampwrights fails to perform. Lampwrights hereby waives any defense that a remedy at law would be adequate.

18. Successors and Assigns Clause

a. Neither this MOU nor any right, remedy, obligation or liability arising hereunder or by reason hereof nor any of the documents executed in connection herewith may be assigned by any party without the prior written consent of the other parties, except to an entity under common ownership or control with the assigning party or to the purchaser of or entity taking over substantially all the assets of the assigning party. This agreement and all of the rights and obligations hereunder shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns. Any attempt of assignment in violation of this agreement shall be null and void.

19. Disclosure to the Surface Transportation Board

a. Once this MOU is executed, Lampwrights may notify the Surface Transportation Board's Office of Environmental Analysis that Lampwrights and BASA have entered into this MOU which provides that the Parties have reached an agreement for the future relocation of the Sewer Line.

b. Once this MOU is executed, Lampwrights will withdraw the relief it seeks from the Board as related to BASA in its May 8, 2026, Petition for Declaratory Order that BASA lacked the authority to condemn the rail line from milepost 3.8 to milepost 5.2 (Relief #5) and seeking an order from the Board that BASA's occupation of its current Sewer Line easement is preempted under the Interstate Commerce Commission

Termination Act (Relief #6). Lampwrights agrees that – upon execution of this agreement – it will not resubmit these claims to the Board or any court of competent jurisdiction.

c. While this MOU and the URA remain in effect and provided that Lampwrights is not then in breach of the MOU and URA, BASA agrees that it will not oppose or hinder Lampwrights' efforts to obtain authority to construct and operate the Rail Line. BASA shall (i) respond within fifteen (15) days to reasonable requests from Lampwrights or OEA for information, as-built drawings, easement and condemnation documents, flow data and permits; (ii) designate a single point of contact for the environmental review; (iii) not request a supplemental environmental assessment, an environmental impact statement, additional environmental conditions, or reopening of the environmental record on account of the sewer line; and (iv) not submit comments in opposition to, or otherwise seek to delay, the environmental review or the Board's decision.

d. Within ten (10) business days following execution, BASA shall join Lampwrights in a written submission to the Board's Office of Environmental Analysis confirming that the Parties have agreed upon relocation of the BASA sewer line to the alignment shown on Exhibit A and that BASA does not object to resumption of the environmental review in Finance Docket No. 36833.

20. Entire Understanding; Amendment

a. This MOU constitutes the entire understanding between the Parties and is reflective of their respective intentions, superseding all prior oral or written understandings, representations, and courses of conduct between them on the subject matter of this MOU. This MOU may be amended or modified only by a writing executed by both of the Parties.

21. Miscellaneous

a. This MOU shall be governed by the laws of the Commonwealth of Pennsylvania, without reference to any choice of laws that would require the application of the law of another jurisdiction. The Parties irrevocably submit to the jurisdiction of the courts of the Commonwealth of Pennsylvania with regard to any dispute arising out of

this MOU or its interpretation. All disputes relating to this MOU shall be presented in the federal or State courts located in the Commonwealth of Pennsylvania.

22. Counterpart Execution

a. This MOU may be executed in one or more counterparts, each of which will be deemed to be an original and both of which, when taken together, shall constitute but one and the same agreement.

By their signatures below, the Parties agree that all terms and conditions set forth in this MOU are binding and enforceable upon execution.

Accepted and agreed to by: **The Brockway Area Sewage Authority**

By:

Name:

Title:

Date:


Louis F Waldeck
BASA CHAIRMAN
Sept. 8, 2026

Accepted and agreed to by: **Lampwrights, LLC**

By:

Name:

Title:

Date:

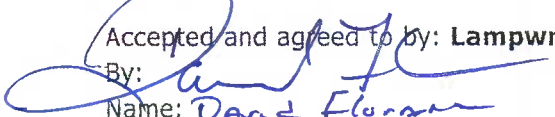

David Flanagan
President
9-20-2026

Exhibit A

RailPros drawings— Greentree Lead Track Option 2 Concept, file dated 4/8/26 and Noble —
Greentree Lead Track Upper Option 2 Concept, file dated 4/24/26

Exhibit B

Redacted

AERIAL IMAGERY OBTAINED AT NO COST FROM CURRENT BING MAP IMAGERY SERVICE WITH AUTODESK 360. THIS AERIAL SHEET IS PROVIDED AS A COURTESY AND A GENERAL REFERENCE TO THE EXIST ENVIRONMENT WITHIN AND ADJACENT TO THE POTENTIAL PROJECT LIMITS.

RETAINING WALL SUMMARY TABLE			
BEGIN STA	END STA	LENGTH	AVERAGE HEIGHT
75+00	82+10	710 LF	14'
89+00	90+50	150 LF	12'
129+75	130+75	100 LF	12'
TOTAL:		960 LF	

LOCATION WHERE TRACK STRUCTURE IS NOT ON PROPERTY:
STA 48+14 TO STA 67+55 = 1,941 TF

- GENERAL NOTES:
- PERMANENT DISTURBANCE AREA TO INCLUDE FULL WIDTH OF EXISTING RIGHT-OF-WAY.
 - WHERE PROPERTY ACQUISITION IS REQUIRED FOR NEW RIGHT-OF-WAY, PERMANENT DISTURBANCE AREA TO BE A MINIMUM OF 30' EITHER SIDE OF PROPOSED LEAD TRACK ALIGNMENT.
 - ALTA SURVEY SHOWN WHERE AVAILABLE.
 - RAILROAD PLACED ALONG EXISTING RAILROAD EMBANKMENT.
 - VACUUM SEWER LINE TO BE RELOCATED ALONG THE NORTH OR WEST SIDE OF THE EXISTING EMBANKMENT ATTEMPTING TO KEEP IT ON EXISTING RIGHT-OF-WAY WHERE POSSIBLE.
 - DOES NOT INCLUDE RAIL YARD.
 - ALIGNMENT EXTENDS TO EAST SIDE OF THE LANDFILL FOR THE RAIL YARD.

~ BROCKWAY GOLF COURSE ~

~ BROCKWAY MOULD INC. ~

~ PITTSBURGH-BUFFALO HIGHWAY ~

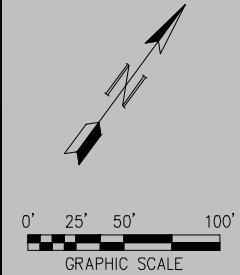
~ FEMA FLOOD ZONE A (TYP) ~

- REFERENCE NOTES:
1. STONE VACUUM MAIN (SANITARY SEWER) AS-BUILT PLANS SHOWN FOR REFERENCE ONLY; DATED 3/15/2004 ISSUED BY BROCKWAY AREA SEWAGE AUTHORITY AND DESIGNED BY NITTANY ENGINEERING & ASSOCIATES.
 2. ALTA SURVEY SHOWN FOR REFERENCE ONLY; DATED 9/22/2025 ISSUED BY CIVIL & ENVIRONMENTAL CONSULTANTS (CEC).

OPTION '2'
CONCEPTUAL
FOR REVIEW

NOTICE OF LIMITED RESPONSIBILITY
THE RESPONSIBILITY OF THE UNDERSIGNED ENGINEER IS LIMITED TO THE DESIGN WORK SHOWN ON PROJECT DRAWINGS AND DOCUMENTS BEARING HIS/HER SEAL, SIGNATURE OR INITIALS. HE/SHE DOES NOT HAVE AUTHORITY OVER THE PROJECT AS A WHOLE. THE UNDERSIGNED DISCLAIMS ANY RESPONSIBILITY FOR WORK DONE UNDER SUBSEQUENT REVISIONS AND ANY OTHER DOCUMENTS ASSOCIATED WITH THE PROJECT WHICH DO NOT BEAR HIS/HER SEAL, SIGNATURE OR INITIALS.

NOTE: THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF STEVEN P. HUELSMANN, P.E. #PE092008 ON APRIL 24, 2026. IT IS NOT TO BE USED FOR CONSTRUCTION NOR BIDDING PURPOSES.



S:\2026\Noble Environ\2787212 - Greentree Landfill - Kersy, PA\Design\2787212-0.dwg, 2 Plan2, 4/24/2026 6:48:46 AM, timothy.prior



11166 TESSON FERRY ROAD
SUITE 100
ST. LOUIS MO, 63123-6966
(314) 729-7600

Drawn By:	TEP	Scale:	GRAPHIC
Checked By:	SPH	Sheet	1 of 6
Drawing:	2787212-0	Date:	4/24/2026



NO.	DATE	REVISION	(THIS DRAWING IS INTENDED TO BE PLOTTED ON 11 x 17 INCH PAPER)	BY

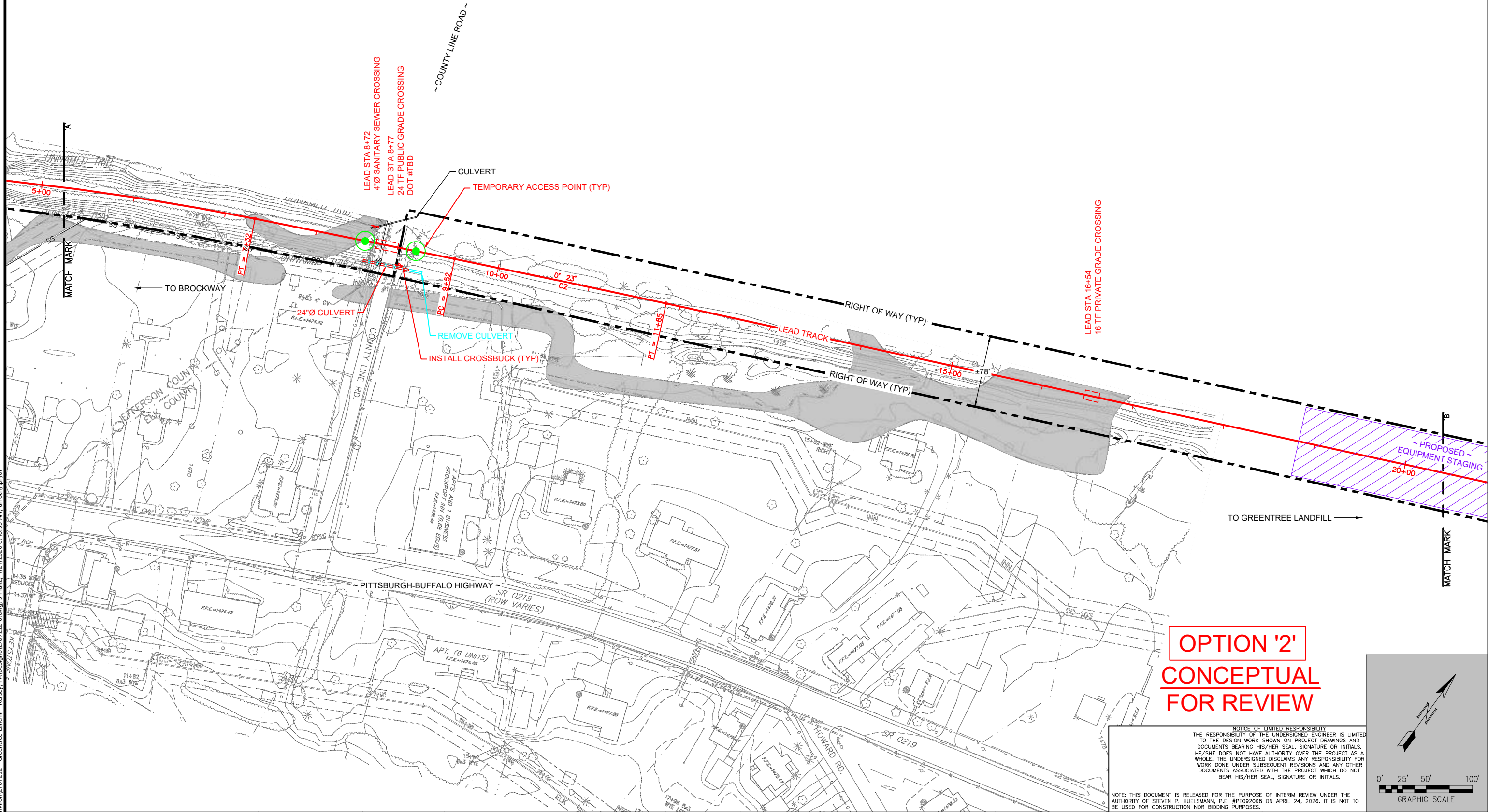
GREENTREE LANDFILL
LEAD & YARD TRACKS
IN BROCKPORT, ELK COUNTY, PA

TRACK PLAN

AERIAL IMAGERY OBTAINED AT NO COST FROM CURRENT BING MAP IMAGERY SERVICE WITH AUTODESK 360. THIS AERIAL SHEET IS PROVIDED AS A COURTESY AND A GENERAL REFERENCE TO THE EXIST ENVIRONMENT WITHIN AND ADJACENT TO THE POTENTIAL PROJECT LIMITS.

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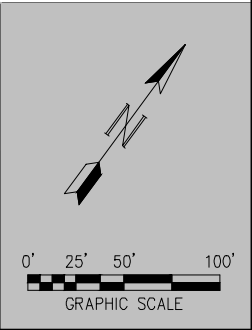
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OPTION '2'
CONCEPTUAL
FOR REVIEW

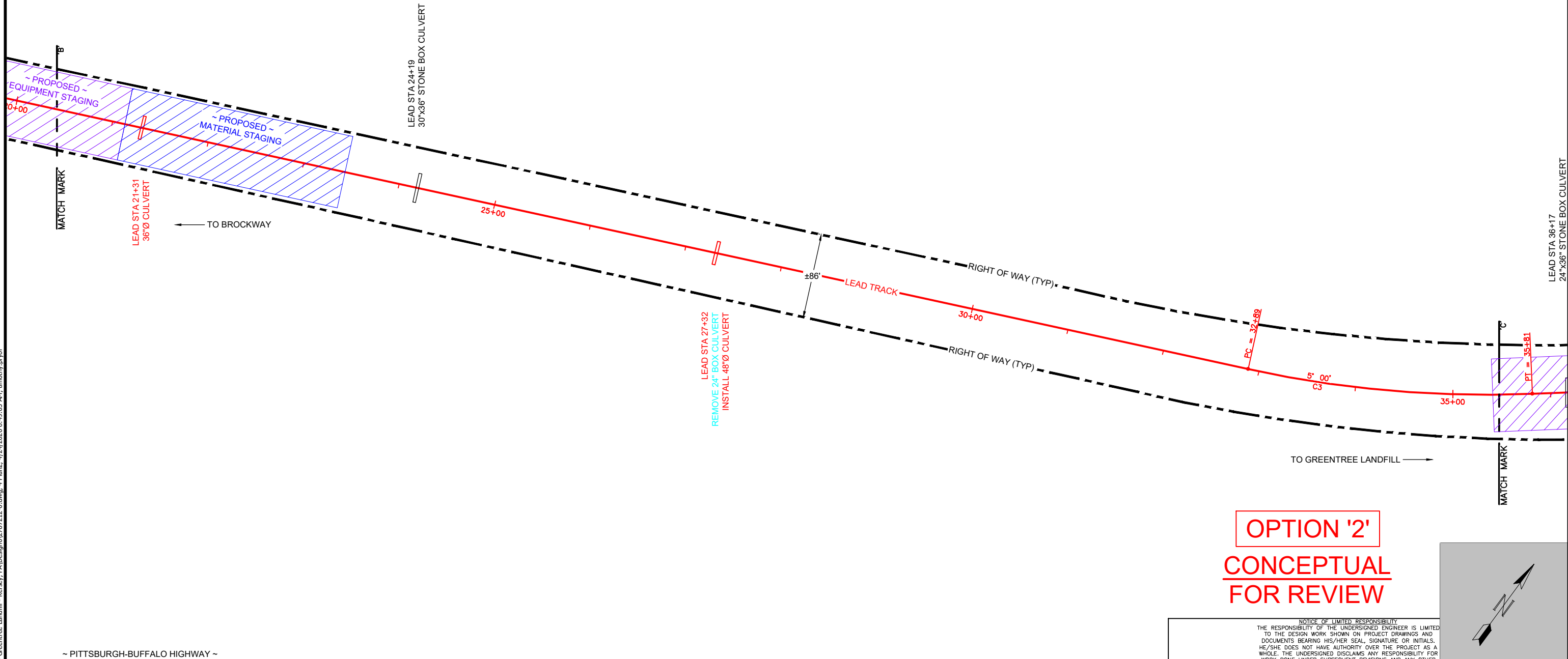
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AERIAL IMAGERY OBTAINED AT NO COST FROM CURRENT BING MAP IMAGERY SERVICE WITH AUTODESK 360. THIS AERIAL SHEET IS PROVIDED AS A COURTESY AND A GENERAL REFERENCE TO THE EXIST ENVIRONMENT WITHIN AND ADJACENT TO THE POTENTIAL PROJECT LIMITS.

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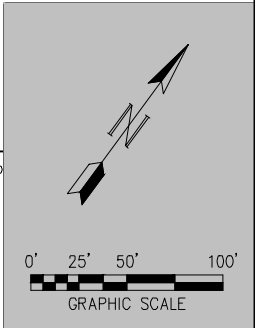
OPTION '2'

CONCEPTUAL

FOR REVIEW

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SUITE 100
ST. LOUIS MO, 63123-6966
(314) 729-7600

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Checked By:	SPH	Sheet	3 of 6
Drawing:	2787212-0	Date:	4/24/2026



NO.	DATE	REVISION	BY

GREENTREE LANDFILL
LEAD & YARD TRACKS
IN BROCKPORT, ELK COUNTY, PA

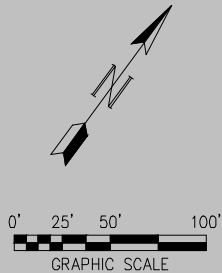
TRACK PLAN

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CONCEPTUAL
FOR REVIEW

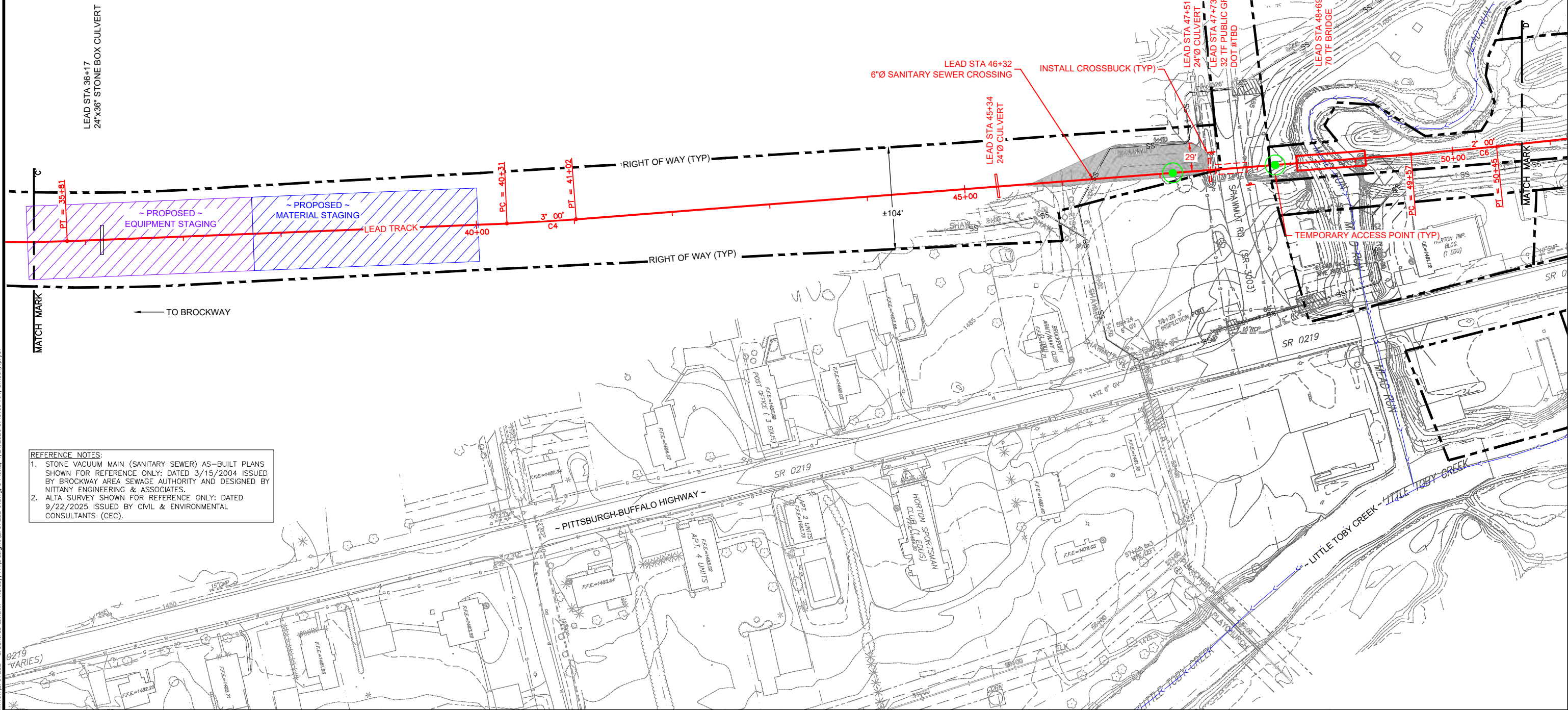
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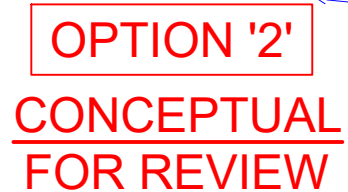
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DISTURBANCE AREA NOTES:

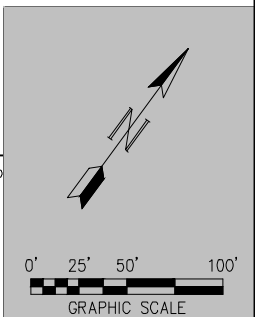
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NOTICE OF LIMITED RESPONSIBILITY

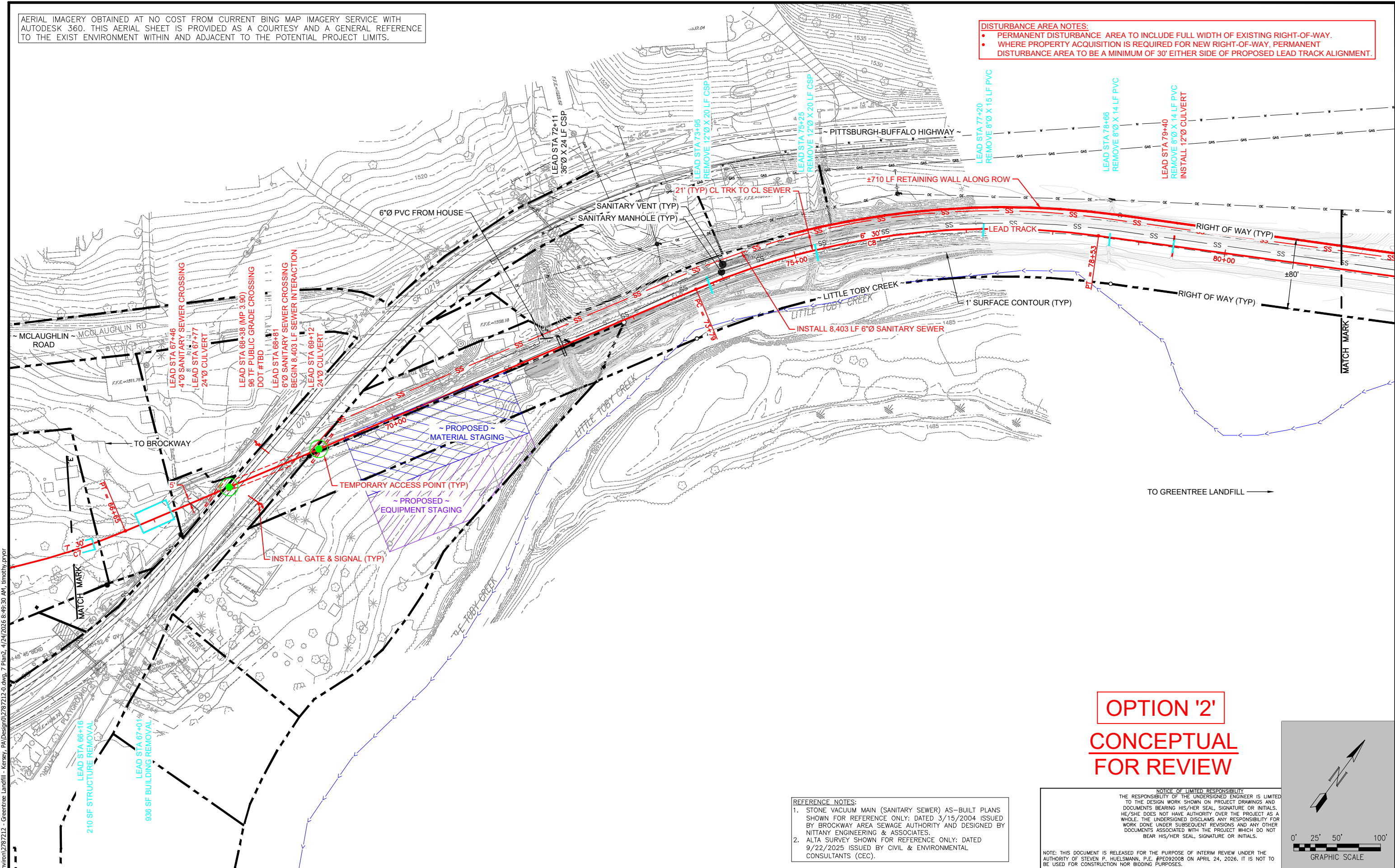
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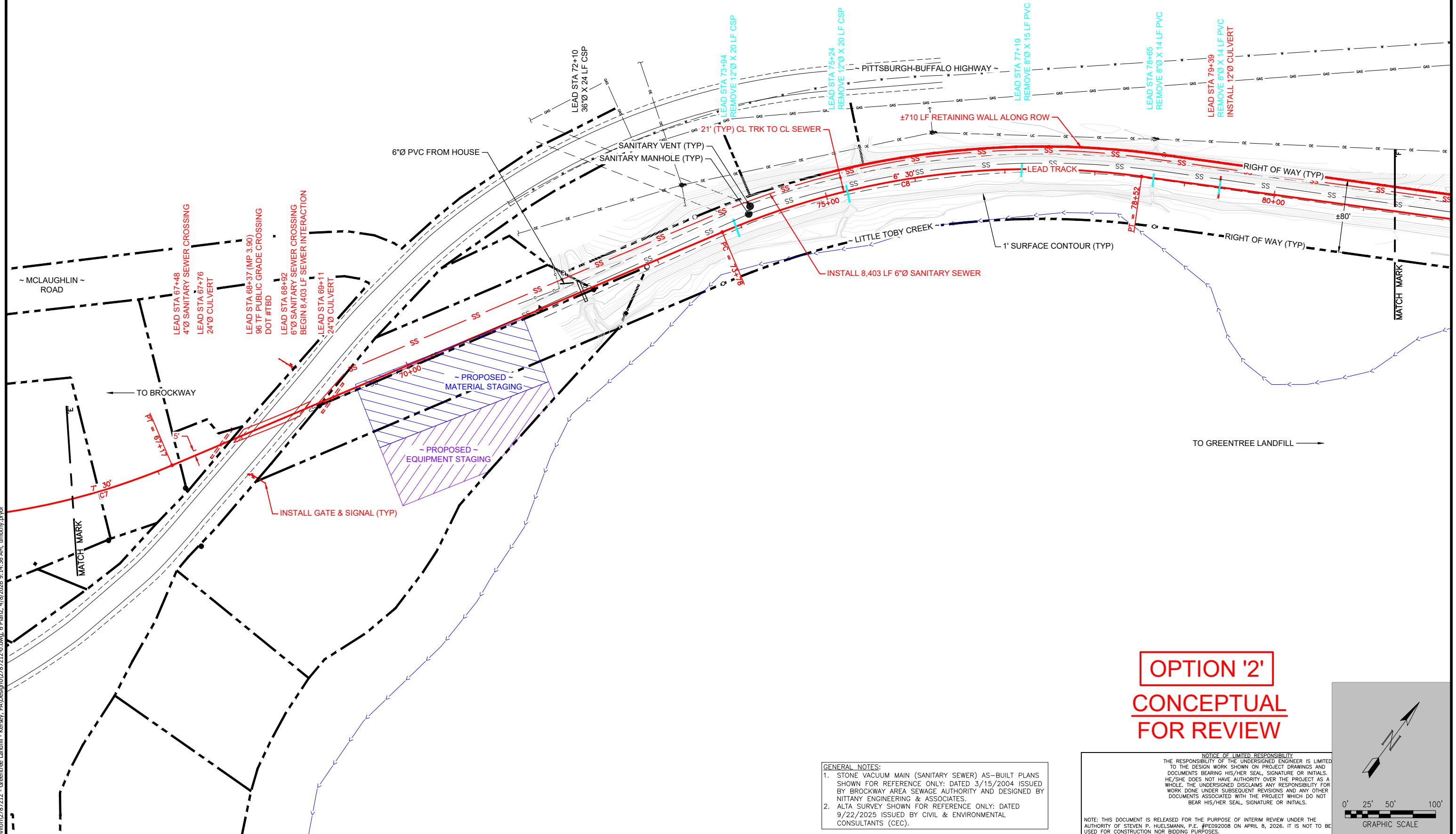
OPTION '2'
CONCEPTUAL
FOR REVIEW

- REFERENCE NOTES:**
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OPTION '2'

CONCEPTUAL

FOR REVIEW

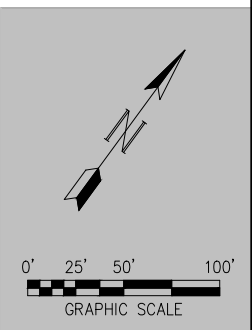
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 WWW.RAILPROS.COM	11166 TESSON FERRY ROAD SUITE 100 ST. LOUIS MO. 63123-6966 (314) 729-7600	Drawn By: TEP Checked By: GTH Drawing: 2787212-0	Scale: GRAPHIC Sheet 1 of 6 Date: 4/8/2026

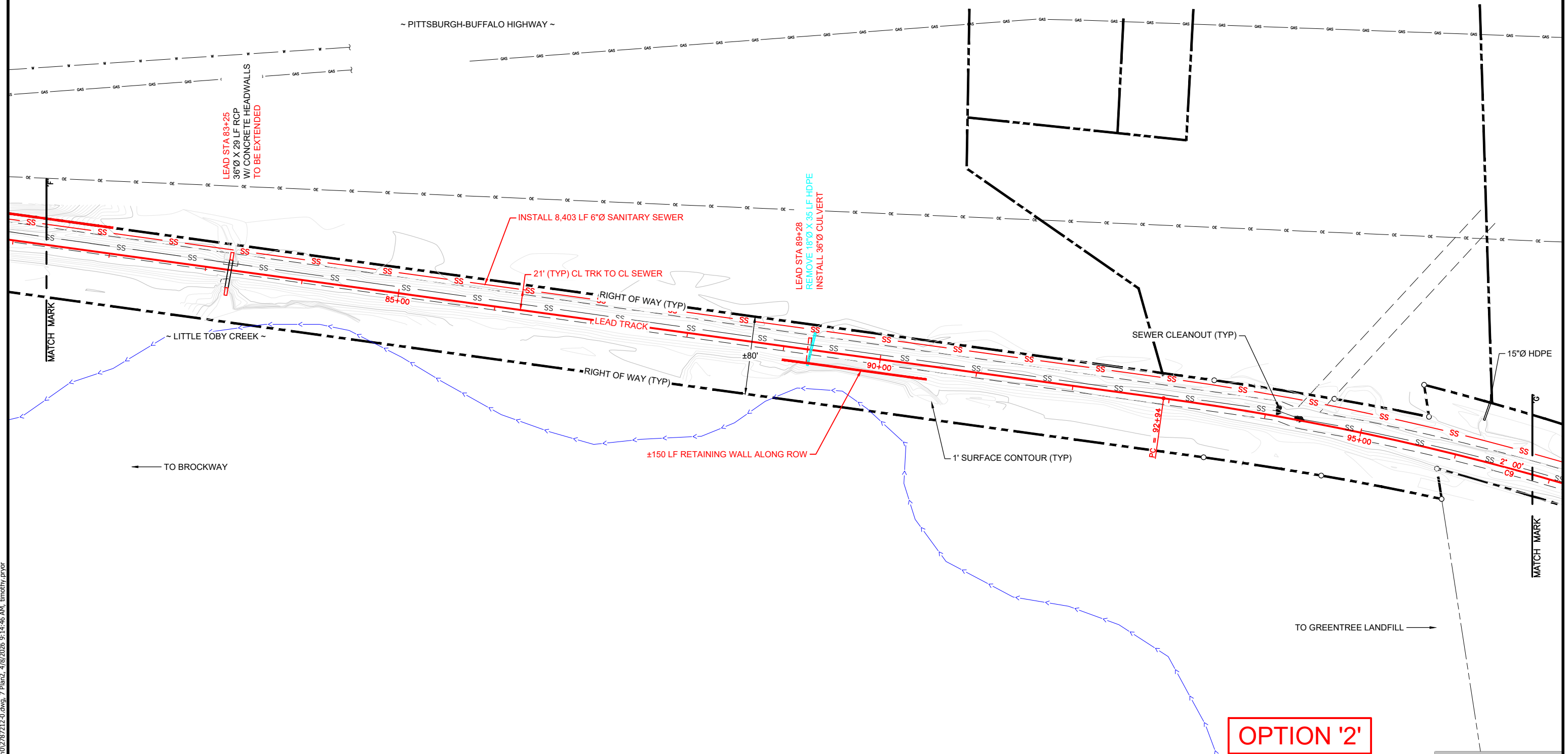


NO.	DATE	REVISION (THIS DRAWING IS INTENDED TO BE PLOTTED ON 11 x 17 INCH PAPER)	BY

GREENTREE LANDFILL
LEAD & YARD TRACKS
IN BROCKPORT, ELK COUNTY, PA

TRACK PLAN

AERIAL IMAGERY OBTAINED AT NO COST FROM CURRENT BING MAP IMAGERY SERVICE WITH AUTODESK 360. THIS AERIAL SHEET IS PROVIDED AS A COURTESY AND A GENERAL REFERENCE TO THE EXIST ENVIRONMENT WITHIN AND ADJACENT TO THE POTENTIAL PROJECT LIMITS.



OPTION '2'

CONCEPTUAL

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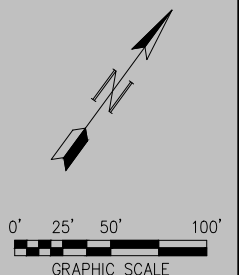
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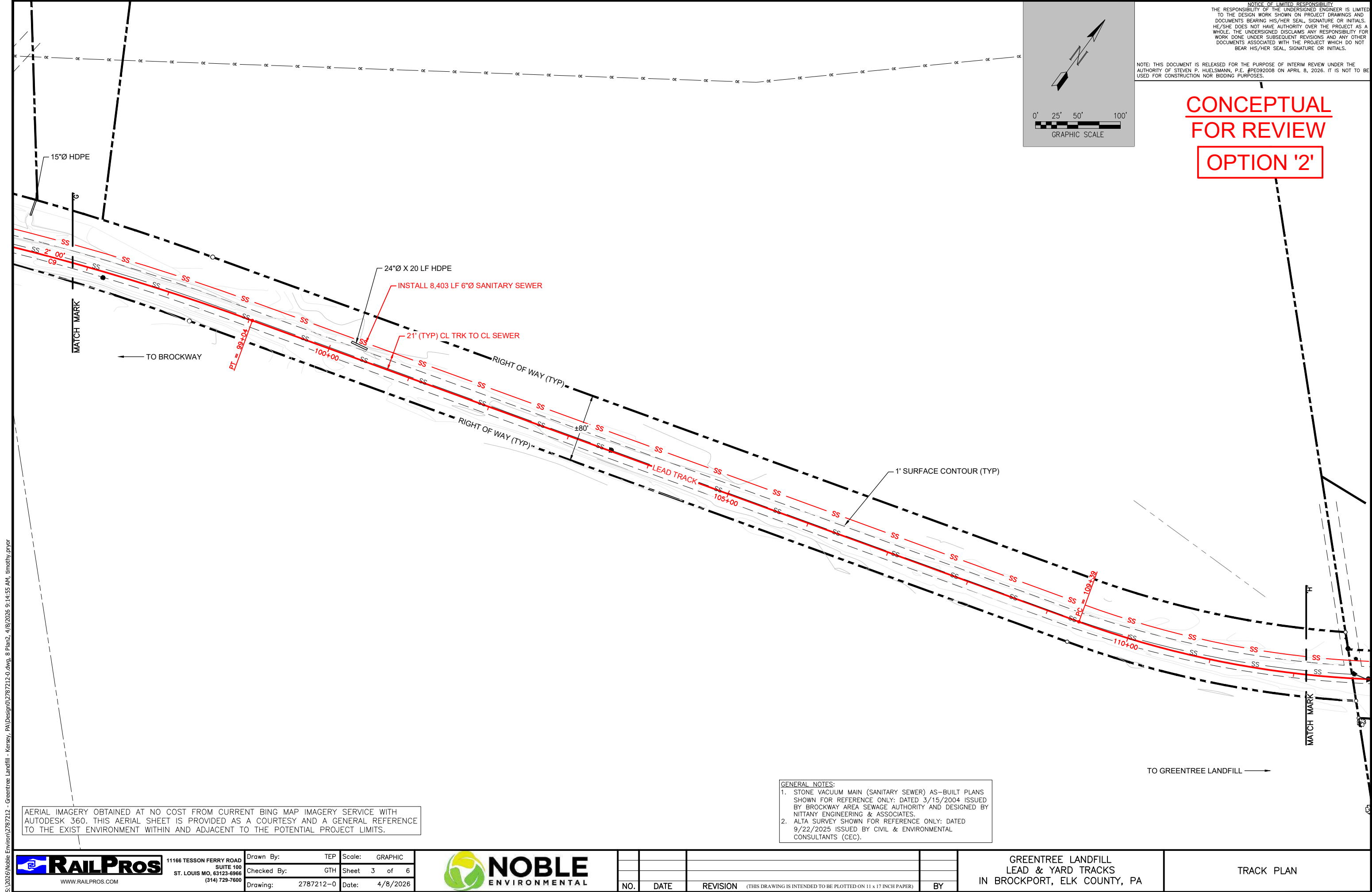
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Drawn By:	TEP	Scale:	GRAPHIC
Checked By:	GTH	Sheet	3 of 6
Drawing:	2787212-0	Date:	4/8/2026



NO.	DATE	REVISION	BY

GREENTREE LANDFILL
LEAD & YARD TRACKS
IN BROCKPORT, ELK COUNTY, PA

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21' (TYP) CL TRK TO CL SEWER
LEAD STA 128+18
42' (MIN) ENCASEMENT AROUND SEWER

LEAD STA 117+06
41"x58" X 31 LF BOX CULVERT
W/ CONCRETE HEADWALLS
TO BE EXTENDED

21' (TYP) CL TRK TO CL SEWER
LEAD TRACK
INSTALL 8,403 LF 6"Ø SANITARY SEWER

1' SURFACE CONTOUR (TYP)

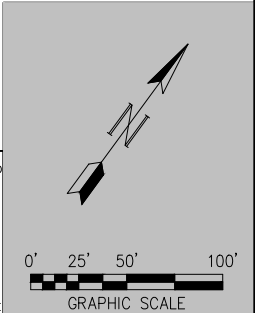
TO GREENTREE LANDFILL

TO BROCKWAY

OPTION '2'
CONCEPTUAL
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Sheet 4 of 6
Date: 4/8/2026

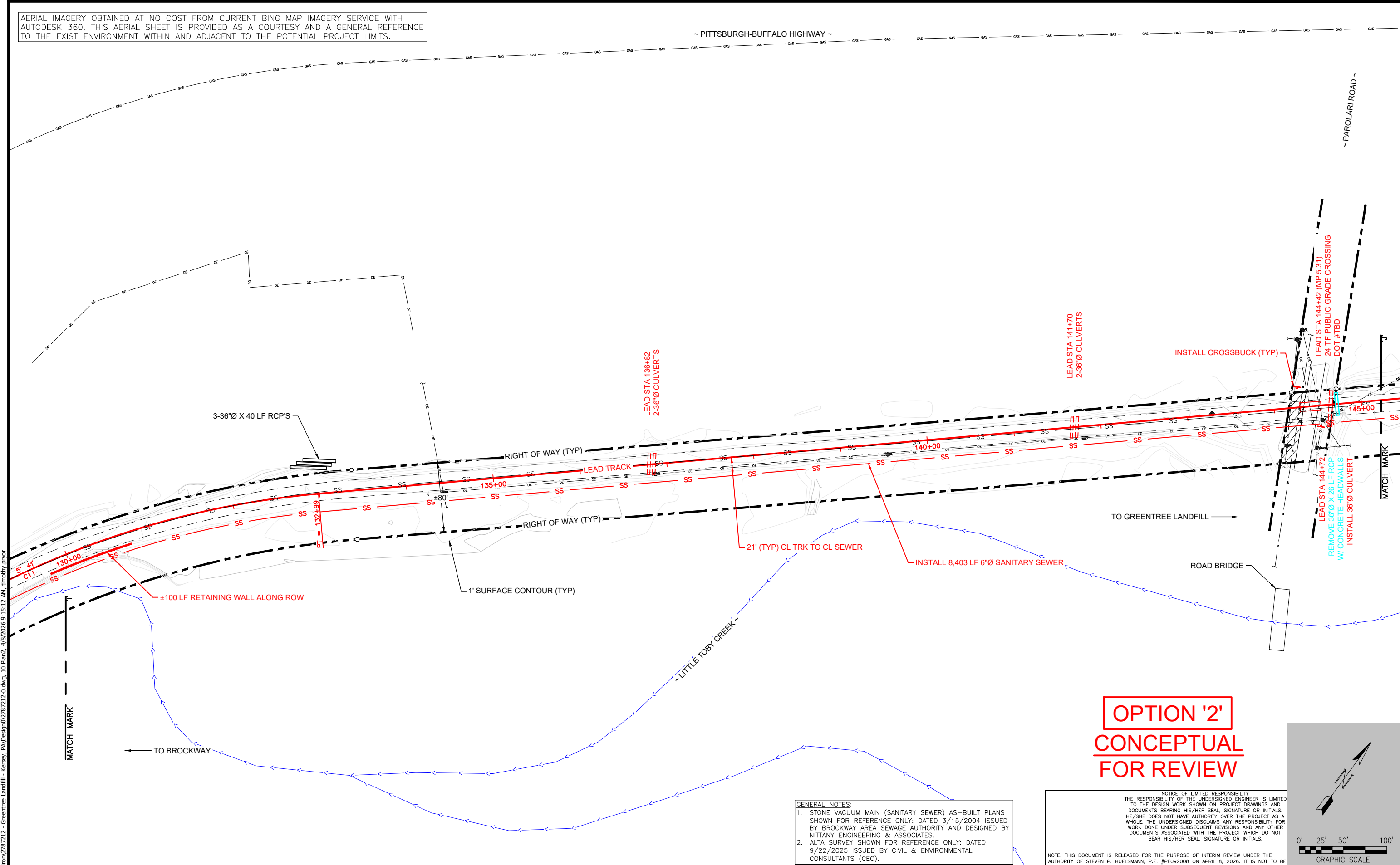


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IN BROCKPORT, ELK COUNTY, PA

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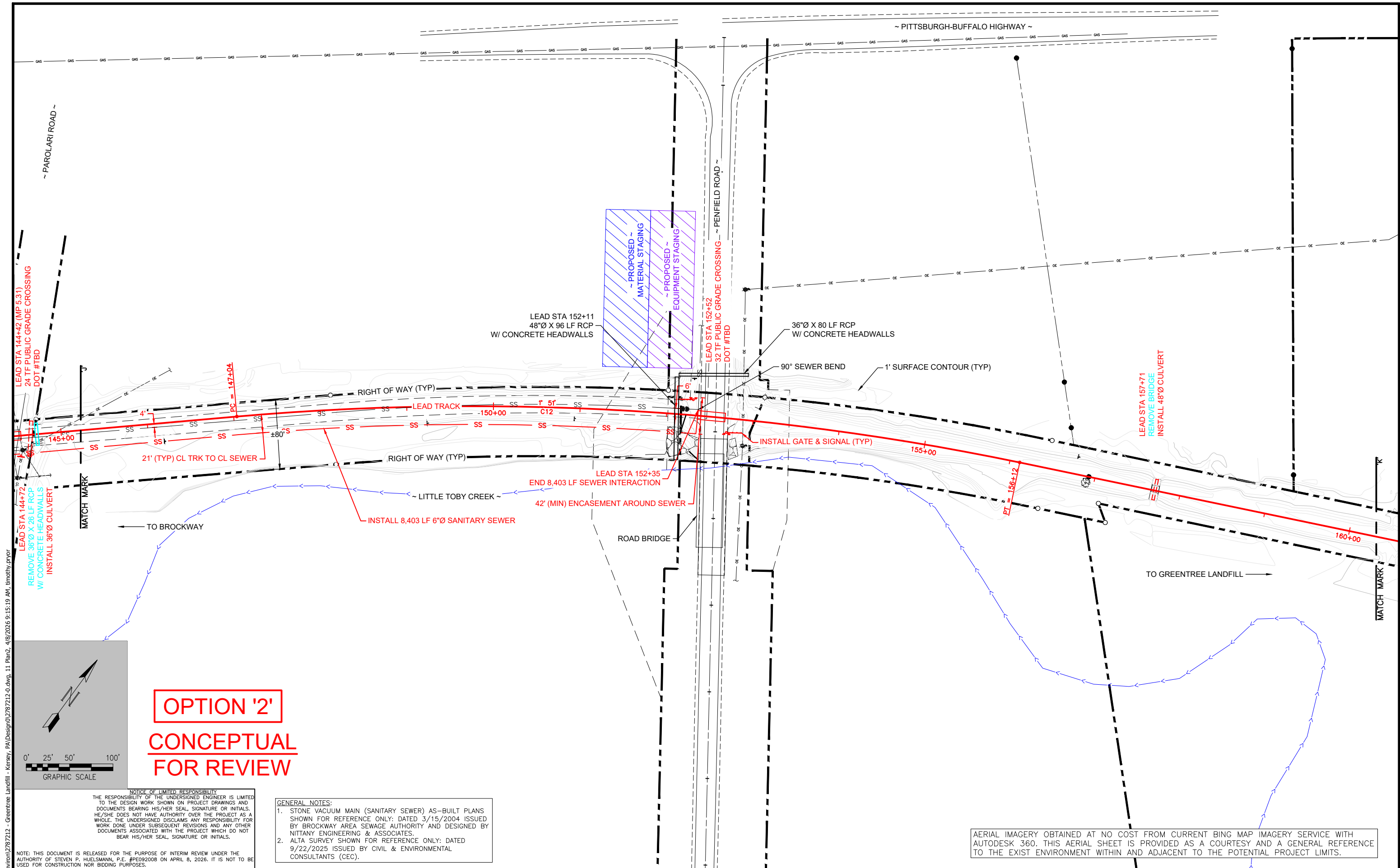
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Sheet 5 of 6
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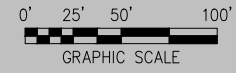
NO.	DATE	REVISION	BY

GREENTREE LANDFILL
LEAD & YARD TRACKS
IN BROCKPORT, ELK COUNTY, PA

TRACK PLAN



OPTION '2'
CONCEPTUAL
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TRACK PLAN