SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 18, 2026

Justin Marks
Clark Hill
1001 Pennsylvania Avenue, NW
Suite 1300 South
Washington, DC 20004

By email at jmarks@clarkhill.com

RE: Docket No. FD 36833, Lampwrights LLC – Construction and Operation Exemption – Line of Railroad in Elk and Jefferson Counties, Penn.; **Information Request No. 2**

Dear Mr. Marks:

Consistent with 49 C.F.R. § 1105.7(f), the Surface Transportation Board's (Board) Office of Environmental Analysis requests the information below, which is needed to support the environmental review in connection with the above-referenced proceeding.

Rail Construction

1. Describe any changes to the response provided to Information Request No. 1 (see below) regarding the construction methods for the proposed rail line, including changes associated with relocation of the Brockway Area Sewer Authority (BASA) sewer line (milepost 3.8 to milepost 5.2):

   "*Rough and final grading will occur first using bulldozers, backhoes, excavators, roller compactors, and other supporting construction equipment would occur first. 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 [American Railway Engineering Maintenance-of-Way Association (AREMA)] specifications and Buffalo and Pittsburgh Railroad standards*."

2. Provide an estimate of how long construction of the proposed rail line and relocation of the BASA sewer line would take. If construction would be phased, briefly describe the proposed phasing by season.

3. Describe any changes to the response to Information Request No. 1 (see below) regarding the design or construction of rail bridges, including the number, type, location, and lengths of the proposed bridges; whether or not each bridge will be clear span or require piers; impacts to existing bridges or bridge abutments; and whether pile driving will be necessary for bridge construction.

> "*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. 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.*"

4. Describe any infrastructure needed to support relocation of the BASA sewer line, including the location and height of any retaining walls required to support the relocation.

5. Describe any property acquisition required for the proposed rail line and relocated BASA sewer line. Include any maps or tables regarding the locations of structures potentially displaced by the proposed rail line and the relocated BASA sewer line.

Rail Operations

1. Confirm that operations would average one locomotive per train and that the maximum length of one train would be 7,000 feet and confirm that trains would consist of approximately 75 rail cars per train.

2. Provide the anticipated days of the week that Lampwrights would operate the proposed rail line.

3. Provide the anticipated operating hours that Lampwrights' would operate the proposed rail line. Specify whether trains would operate during daytime hours, nighttime hours, or both.

4. Confirm that the average train speed at each roadway/rail at-grade crossing would be 10 miles per hour.

5. Provide a description of anticipated operations on a typical day five years after the date of the anticipated year of the issuance of a final decision from the Board,[1] including:

    i. Average daily number of inbound and outbound trains; and
    ii. Average length, number of cars, number of locomotives, and speed of trains.

[1] For example, if the Board's anticipated final decision would be issued in 2027, the forecast year for transaction-related rail traffic should be 2032.

6. Confirm that each 89-foot flat car would carry the same amount of waste as four tractor trailers, and that intermodal containers carried on the flat cars would be made of solid steel, sealed with a watertight gasketed door and welded with continuous seams and joints.

7. Describe the anticipated interchange of rail cars at the Greentree Landfill, including the use of siding track for rail car movement or storage and how the rail line would operate in conjunction with Noble's proposed Brockway transload facility.

Waste-by-Truck Operations

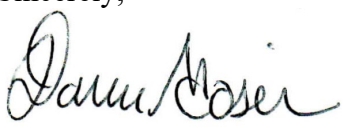
1. For the waste-by-truck traffic to and from the Greentree Landfill, confirm the following information:
    i. There are no anticipated changes in the authorized maximum daily volume of waste based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board.
    ii. Approximately 50 percent of landfill volumes would be associated with long-haul waste. Long-haul waste would continue to materially rise as disposal capacity continues to decrease in the northeast.
    iii. The average capacity of a local waste truck would be approximately 10 to 18 tons and the average capacity of a long-haul truck would be approximately 20 to 25 tons.

Alignments Considered

1. Provide details on any other rail alignments Lampwrights considered and if any of the other alignments were determined not to be technically or economically feasible, explain why. Describe the if and how the BASA sewer line played a role in determining whether rail alignments would be technically or economically feasible.

Please provide your response as soon as possible and no later than December 8, 2026. If you have any questions, feel free to contact Karen Stevens of my staff at 202-245-0304 or by email at karen.stevens@stb.gov. Thank you for your assistance in this matter.

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis