



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Economics, Environmental Analysis and Administration

September 30, 2009

Mr. David Densmore
U.S. Fish and Wildlife Service
315 South Allen Street, Suite 322
State College, Pennsylvania 16801

Re: Finance Docket No. 35116, R.J. Corman Railroad Company/Pennsylvania Lines Inc.—Construction and Operation Exemption—in Clearfield County, PA;
Local Road System Upgrade Alternative

Dear Mr. Densmore:

I am writing to request your assistance with the identification of potential threatened and endangered species in the area of the Local Road System Upgrade Alternative (see attached figure) that we are studying as part of the Environmental Impact Statement (EIS) in the above mentioned case. Below, I summarize the railroad's proposal, the Local Road System Upgrade Alternative and ask for your help in identifying potential environmental impacts associated with this alternative.

Railroad's Proposed Alternative (Beech Creek Branch Line Reactivation)

On May 20, 2008, R.J. Corman Railroad Company/Pennsylvania Lines Inc. (RJCP) filed a petition with the Surface Transportation Board (Board) pursuant to 49 U.S.C. 10502 for authority to reconstruct and operate an abandoned 10.8-mile rail line between Wallacetown/Phillipsburg and Winburne in Clearfield County, Pennsylvania and to rebuild the track on a connecting 9.3 miles of currently rail-banked line between Winburne and Gorton in Clearfield and Centre Counties, Pennsylvania. In total, the proposed project would involve the construction, rebuilding, and operation of approximately 20 miles of the former Beech Creek Railroad to serve a new quarry, landfill, and industrial park being developed by Resource Recovery, LLC near Gorton, Pennsylvania. Should this rail line construction and operation proposal be approved by the Board, RJCP would be able to provide rail transportation service to and from the proposed quarry, landfill and industrial park. RJCP anticipates that the line would handle approximately 17,000 carloads annually, or one round trip per day at approximately 55 carloads per trip, six days per week.

Local Road System Upgrade Alternative

The Board's Section of Environmental Analysis (SEA) has decided to evaluate the Local Road System Upgrade Alternative in detail based on RJCP's assertion that Resource Recovery, LLC would use the Local Road System Upgrade Alternative as the default means for accessing their proposed quarry, landfill and industrial park should the Board deny the proposed railroad reactivation. The following table summarizes the necessary improvements associated with the Local Road System Upgrade Alternative, and the attached figure shows the location and extent of these necessary improvements.

LOCAL ROAD SYSTEM UPGRADE ALTERNATIVE

ROAD/INTERSECTION	PROPOSED IMPROVEMENT
S.R. 0053/S.R. 0144/Gorton Road	• Pavement widening to accommodate turning trucks • Building demolition in SW and SE quadrants
S.R. 0144/S.R. 4005 (Cherry Run Road)	• Signalization (warranted for peak hour volumes) • Widen to provide EB right-turn and NB left-turn lanes
S.R. 0053	• Widen to 40' and resurface (two 12' lanes and two 8' shoulders), areas of reconstruction
S.R. 0144	• Widen to 40' and resurface (two 12' lanes and two 8' shoulders)
I-80 Kylertown Interchange Westbound Exit Ramp	• Lengthen ramp weaving section 50'
I-80 Snow Shoe Interchange Westbound Exit Ramp	• Lengthen ramp weaving section 150'
Gorton Road (Snow Shoe Township)	• Widen to 40' (two 12' lanes and two 8' shoulders) • Full-depth pavement reconstruction or overlay • Widen 90 degree bend to accommodate turning trucks • Replace bridge over Black Moshannon Creek • Roadway realignment at rail trail crossing
Gorton Road (Rush Township)	• Roadway realignment

Request for Assistance

We appreciate your assistance in identifying any potential threatened and endangered species issues that may be associated with the Local Road System Upgrade Alternative. We request your response by October 21, 2009 so that we can incorporate your response into the Draft EIS, as appropriate. Please send your comments to:

Mr. Kevin Starner
Skelly and Loy, Inc.
449 Eisenhower Boulevard, Suite 300
Harrisburg, PA 17111

If you have any questions, please contact Kevin Starner, Project Manager for Skelly and Loy, at 717-232-0593, or Danielle Gosselin, SEA Project Manager, at 202-245-0300. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Chief
Section of Environmental Analysis

Mr. David Densmore
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State College, Pennsylvania 16801

Mr. Jeff Schmid
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