

Dan E. Gillis
The Railroad Action and Advisory Committee
1770 Wicklawn Drive
Lancaster, PA 17603
September 16, 2008

Mr. Keith A. Orris
Vice President for Administrative Services & External Affairs
Franklin & Marshall College
P. O. Box 3003
Lancaster, PA 17604-3003

Re: Questions on the RIR and Clean-up Plan

Dear Keith,

TRRAAC would very much appreciate your answering the following questions, which relate to your FAQ brochure, the ARM Group Inc. Sheet 6 in the RIR, and the documented responses for questions 17 through 20 in Appendix J of the RIR and Clean-up Plan.

RIR Appendix J -- Responses to Questions 17 and 19.

- A. Are we correct in understanding that all or virtually all of the approximately 70 trucks returning to the site each work day will be hauling in clean earth for backfill and compaction?
- B. If this is the case, is it then correct that over the life of the project, approximately 6,500 truckloads of clean fill will be hauled to the site to serve as backfill for the approximately 6,500 truckloads of waste that are removed?
- C. From what site will the clean earth be obtained -- the Frey Farm Landfill -- or some other location?

FAQ document, under "Environmental Topics", First Paragraph.

- A. The first sentence states: "First, the site, a former municipal dump last used in 1962, will be completely cleaned up." We understand this to mean that it is F&M's plan to completely clean up the entire former municipal dump site. Is that correct?
- B. The third sentence states: "Afterward, clean earth fill will be deposited and compacted to raise the grade to match the existing rail line." We understand that there is a considerable difference between the grade level of much of the former dump site and the existing rail line -- would you please advise us specifically how much difference exists between the two grades. It would be helpful to know the maximum and average differences, stated in feet.

C. In addition to the above referenced approximately 6,500 truckloads of clean earth to be hauled in to serve as backfill, approximately how many more truckloads of clean fill will need to be hauled in to "raise the grade to match the existing rail line" for the entire LCSWMA Parcel site? From what location will this clean earth be obtained?

RIR Appendix J -- Responses to Questions 18 and 20

A. Does the Question 18 response statement "ending no later than May 31, 2009" apply only to completing the waste removal project, or does it also apply to the task of hauling in sufficient clean fill to raise the grade to match the existing rail line?

B. If it does not apply to the latter, by what date does your plan call for completing the grade raising task, and will the days and hours of operation be the same as stated in the response to Question 20?

RIR -- ARM Group Inc. Sheet 6

A. This map shows the "Site Access Road" that the trucks will use to haul waste away from the LCSWMA Parcel site and to haul clean fill back to the site. The "Project Map" included in your FAQ brochure shows distances in feet from the proposed site of the relocated rail yard to homes in the Barrcrest and Old School Lane Hills neighborhoods. Would you please advise us the distance in feet from the closest point on the Site Access Road to: (1) the Clayton Road cul-de-sac; (2) the River Road cul-de-sac; (3) the nearest home in the Barrcrest community; and (4) the nearest Windsor Court apartment.

B. Considering: 1) the very close proximity of the Site Access Road to homes in the Barrcrest and Old School Lane Hills neighborhoods; and 2) the plan to have a total of approximately 140 trucks hauling waste and clean fill along this road every work day; and 3) the lengthy (up to 8 months long) waste removal project work schedule, which is outlined in Appendix J as starting "...as soon as October 2008, ending no later than May 31, 2009" Monday through Saturday from 6:30 am to 5:30 pm -- what specific actions will be taken to mitigate the noise of excavating equipment and dump trucks traveling back and forth?

TRRAAC looks forward to your timely response to our request for information and answers to the above questions. Thank you.

Sincerely,

The Railroad Action and Advisory Committee (TRRAAC)



Dan E. Gillis

CC: Gary R. Brown
William J. Cluck, Esq.