

FRANKLIN & MARSHALL

October 9, 2008

Mr. Dan Gillis
TRRAAC
1770 Wicklawn Drive
Lancaster, PA 17603

Dear Dan:

I am writing in response to your September 16, 2008 correspondence regarding our Remedial Investigation Report (RIR) for the removal of non-media material from the Lancaster County Solid Waste Management Authority's (LCSWMA) parcel. I have answered your questions below by the categories included in your letter.

RIR Appendix J – Responses to Questions 17 and 19

- A. The majority of the trucks returning to the site are expected to be carrying clean fill but not every one. The precise amount of clean fill and the precise number of trucks will not be known until the non-media material is removed, thereby defining the exact area requiring backfilling.
- B. In order to present a conservative scenario, we have presented the highest expected number of trucks (70 trucks making 6,500 round trips). However, the actual count could be much lower (56 trucks making 4,800 trips).
- C. The clean fill will be secured from the Frey Farm Land Fill property.

FAQ Document - Environmental Topics

- A. Please refer to the Question & Answer section in the minutes of the Public Meeting, which are listed on the project's web site. Under question 8, the answer provided by Ned Wehler and myself addresses your question of removing the non-media material from the LCSWMA parcel. Our scope of work will remove the non-media material from an approximate 9.8-acre section of property owned by LCSWMA that will be used for the proposed rail improvements.
- B. The clean fill that will be imported from the Frey Farm Land Fill will be used to backfill the areas created by removing the non-media material only. At a later point in time and as part of the overall project, the site will be graded to match the existing railroad right-of-way.

The approximate 9.8-acre site varies in height across the parcel from above to below the existing railroad right-of-way. Gannett Fleming estimates that there is enough site material present that when the high areas are "cut" and moved to "fill" the low areas there will be enough material to bring the overall parcel to an

elevation that matches the existing railroad right-of-way. This balancing of "cut and fill" requirements will not require any additional fill to be derived from off-site sources. Consequently, there will be no additional truckloads of clean fill hauled in to "raise the grade to match the existing rail line."

C. Please see response to "B" in this section.

RIR Appendix J – Responses to Questions 18 and 20

A. The reference to "...ending no later than May 31, 2009." refers only to the removal of the non-media material and backfilling of the areas created by the removal. The "cut and fill" work described above will take place at a later period. The specific date for this work has not been determined as it will be part of the overall rail improvements, which are still being designed. When a contractor is selected for this work, a sequencing plan and a timetable will be established.

The removal of the non-media material is separate from the overall project as it has an independent utility and no federal funding will be used to accomplish the work.

B. Please see response to "A" in this section.

RIR – ARM Group – Sheet 6

A. Since the distances from the "Site Access Road" you requested are very close to the measurement lines on the FAQ sheet, I believe that you can easily scale the distances to the exact areas you are interested in, using the measurements noted. If you need further clarification, please let me know.

B. First, ARM Group has conservatively estimated that approximately 70 trucks will be making daily round trips (from site to Frey Farm Land Fill and back to the site) and not 140 trucks as you cited.

Second, the RIR included the potential time frame for this activity to be eight months (October, 2008 to May, 2009). However, the truck activity most likely will not be occurring for this entire period. The eight-month period was included in the RIR as a conservative estimate and also includes time for the contractor to mobilize and demobilize. The contractor when selected will determine the precise hours and days of operations within the monthly and daily ranges included in the RIR. We provided a conservative estimate to allow as much flexibility as possible for the contractor to complete the work as expeditiously as possible while minimizing any impact on the neighbors.

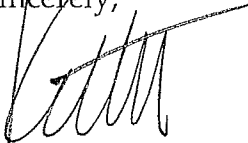
Third, we will be respectful of the impact that this activity might have on the closest neighbors when setting exact hours and days of operation with the contractor. Last month, I met with Bob Desmarais, President of the Old School Lane Hills Neighborhood Association about this topic. I told Bob that we would

be respectful of the neighbors closest to the work area and it was my hope that the start time for Saturday mornings would not begin before 7:30 a.m. Fourth, we do not know precisely how much non-media material will be removed from the site so there could be less material, which in turn requires fewer truck trips. Again, we provided a conservative scenario with the hope that it will not be necessary to use the full range of hours and days of operation.

Finally, several items need to be considered regarding the possible noise from the truck traffic. First of all, we predict that project-related noise levels at a distance of between 400 and 800 feet from the Site Access Road (or from the active work area) will be naturally attenuated to typical daytime background levels (50-55 dba). Trucking activity will occur for a relatively short period of time (most likely 5 months of actual activity). There is extensive vegetation as well as considerable distance from the Site Access Road to the closet neighbors both of which will obviously reduce sound transmission. Traffic and commercial activity on Route 30, Harrisburg Avenue and Vermont Avenue currently creates consistent background noise (50-55 dba) in the neighborhood. The activity is construction related and construction firms today are trained to be respectful of their activities in relation to adjacent areas. Reasonable measures such as time and days of operation will be balanced with the scope of work. The goal will be to minimize any short-term noise by balancing hours and days of operation with the amount of time necessary to complete the work so as to avoid extending the overall length of the work.

Thank you for your recent letter and I hope the above information addresses your questions.

Sincerely,



Keith A. Orris
Vice President for Administrative Affairs and External Affairs

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