Supplier Document Status Stamp

BSC

A. Records Designator: ☐ QA: QA ☒ QA: N/A

B. Procurement Document No. NN-HC4-00239

C. BSC Standard Document No. V0-HX00-NHC4-00239-00148-001-001

D. SUPPLIER DOCUMENT STATUS

1. ☐ WORK MAY PROCEED.
2. ☐ REVISE AND RESUBMIT. WORK MAY PROCEED SUBJECT TO RESOLUTION OF INDICATED COMMENTS.
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E. REVIEW COPY													
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F. Area Code NA System Code NA Baseline Level NA

G. DOCUMENT CATEGORY NA

(Attach 3, Attach 4, or SSRS Form as applicable)

H. William Garfield Wm. L. Garfield 2/21/08

RESPONSIBLE ENGINEER/ANALYST (Printed Name and Signature) DATE

Title: Location for the Maintenance of Way (MOW) Combined Facility for Caliente Rail Corridor Technical Memo

Supplier Document #: N/A

Supplier Rev.: 00

Supplier Date: 02/~~19~~15/2008 M 2-21-08

Reference #: NVT-CD-00194

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Supplier Document Distribution

Complete only applicable items.

QA: N/A

1. Supplier/Subcontractor Name:	Purchase Order/Subcontract No. and Title:	
Nevada Rail Partners: NRP	NN-HC4-00239/Location for the Maintenance of Way (MOW)	
2. BSC Submittal No.:	Revision:	Title:
V0-HX00-NHC4-00239-00148-001	001	Location for the Maintenance of Way (MOW) combined facility for Caliente Rail Corridor Technical Memo.

Responsible Individual:	William Garfield	WG	423	02/20/08	02/29/08
	Name (Print)	Initials	Mailstop	Date	Due Date

DISTRIBUTION

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Transportation Data Pedigree Form

Complete only applicable items.

QA: N/A 4-21-08

Subcontractor:	Item Number/Title/Revision:	Submittal Date:	SRCT No.:
N/A	Location for the Maintenance of Way (MOW) combined facility for Caliente Rail Corridor Technical Memo	2/19/08	08-00067

Section I. Submittal Information (includes above information)

Submittal Description and Revision Summary for Entire Submittal:

Technical memo written to address comments received during the course of the Rail Alignment Draft Environmental Impact Statement comment response process from Esmeralda County and Nye County that recommended that the Department of the Energy (DOE) relocate rail MOW facilities closer to US-95.

Special Instructions:

Section II. Data File Information (Add lines below if needed for additional files. Indicate "Last item" or "End of list" after last line used.)

Filename	Rev.	File Size	Description (File description and revision summary for file)	Application and Version/ Add-in or Extension and Version
TechMemo_MOW Goldfield021508.doc	00	442 KB	Location for the Maintenance of Way (MOW) combined facility for Caliente Rail Corridor Technical Memo	Microsoft Word

**********Last Item**********

Section III. Metadata

☐ **GIS Metadata** All GIS data is preferred in ArcGIS9.1 UTM, NAD1983, Zone11, Feet.	Projection:
	Datum:
	Zone:
	Units:
☐ **CAD Metadata** CAD drawings are preferred in **Bentley MicroStation V8 and/or InRoads** and should adhere to established **CAD standards**.	Level descriptions:
	Scale:
	Units of Measurement:
	Horizontal and Vertical Datum:

Section IV. Data Screening (Completed by BSC personnel)

Acceptable for Review?	Screener Name:	Signature:	Date:
☒ Yes* ☐ No	Cathy Stettler	Cathy Stettler	2/19/08

*If "Yes", Data Storage Location: nvtdata\NRP\Task 15 Ops and Mx\08-00067 Maint of Way Alt Location Tech Memo Rev 00 02-15-08

Comments: *(Justification for returning submittal is **required**; other comments are optional.)*

Section V. STR/STR Support Disposition of Submittal

Process for Review?	** If "No", date returned:	Comments:
☒ Yes ☐ No**		

STR/STR Support Name:	Signature:	Date:
Wm. Garfield	Wm. Garfield	2/20/08

TECHNICAL MEMO

Title: Location for the Maintenance of Way (MOW) combined facility for Caliente Rail Corridor

From: Phil Gehner
Bechtel SAIC

To: Mike West
Potomac-Hudson Engineering

Date: 02/15/08

Comments received from Esmeralda County and Nye County recommend that the Department of Energy (DOE) relocate rail Maintenance of Way (MOW) facilities closer to US-95. These comments have prompted DOE to evaluate alternative site(s) in support of these comments. Commenters also recommended combining the MOW headquarters with the MOW Trackside facility. Although the MOW scenario advancing into the FEIS does not differ from that presented in the RADEIS, this new scenario should be identified as potential location for the MOW facilities.

To minimize cost and time to access the Nevada Rail Line, the current Caliente Rail Corridor conceptual design assumes, for operational reasons, that the MOW will be located near the mid point of the Caliente to Yucca Mountain line.

The location of the headquarters for administrative personnel to coordinate maintenance of the branch line was separated from the MOW trackside building and facilities to allow greater access from the population centers of Tonopah and Goldfield. The current site is approximately 5 miles south of Tonopah, in Esmeralda County, on the east side of US-95, and occupies approximately 2.3 acres, or 200' x 500' of land.

The current location of the MOW trackside facility is located in Nye County, approximately 23 miles south from US-6 near Air Force Road (AR-504). This facility is located approximately 1.5 miles west of AR-504 paved road.

The combined facility would contain sufficient space for 9 tracks, and a meet and pass siding 7,000' long in order to accommodate construction trains, potential commercial, cask trains, and general freight. The layout and footprint of the facility will be the same as the configuration of the Silver Peak MOW facility as identified in the Facilities Report-Mina Rail Corridor DIRS [180873]. In addition, a siding has been added for the potential development of a quarry for railroad ballast located on Malpais Mesa to facilitate loading ballast rail cars for rail construction and maintenance.

Proposed Site Location – This site is located on BLM land, approximately one mile north of the downtown Goldfield area, to the southern boundary of the MOW location, and approximately 1,000'-1,700' west of US-95. This site however, impacts the access road to the County land fill facility. The impacted road is identified as Esmeralda County CR-211. This road would require

closing to allow for the MOW facility. There is an existing alternate access road that could be improved as the primary access road. The location of this site would assume an alignment of 0.74% grade climbing toward Goldfield, with a 1.86% grade climb to the south beyond the MOW facility location. To the north of the proposed MOW facility, the grade is 1.95%.

The site is located near the abandoned railbed (wye track) of the Tonopah & Goldfield Railroad alignment that was build in 1905 and abandoned in 1946. This location is approximately 1 mile north of the previous location of the Tonopah & Goldfield Depot.

Utility requirements for the MOW would consist of communications, water, sewer, and power. The communication system would be satisfied from the parallel underground fiberoptic line that exists for the entire alignment. Water requirements are minimal with an estimated 5,500 gallons/day, and could be obtained from the existing Goldfield municipal water system that is within 1,000' from the MOW facility. The sewer requirements would be satisfied from a septic-leach field concept or a connection to the existing Goldfield sewer system with an underground sewer line that would be in the ROW. Power requirements for both the MOW Headquarters facility and the Trackside MOW facility are estimated to have a power demand of 600 kilowatts. The power would be obtained from the same underground power line that is required for energizing switches and signals.

The site however, does lie in an area of relatively high concentration of unpatented mining claims. It is approximately 500' from the edge of the Metallic Ventures Gemfield Deposit. It appears that there is adequate room to move both the alignment and the facility to the west should the development of the Gemfield Deposit come to realization which also could involve the relocation of US 95. The vacant BLM land to the west of the proposed MOW site has favorable topography and could be developed with little difficulty.

To the west of the MOW site Esmeralda County Land Fill is located approximately 5,000', and occupies a partial of land approximately 21 acres. To the south, the Goldfield Cemetery is located approximately 2,600' or ½ mile from the MOW yard, and occupies an area approximately 37 acres. Most likely, the access road to the MOW would assume the use of an existing gravel road that would be upgraded to a paved road from US-95 to the cemetery, and a new paved access road would be build parallel the alignment to the MOW yard and buildings.

Two GIS files will be submitted to the GIS baseline to reflect these new locations. The construction camp relocation is called /desn/MOW-GF4. This will be included in the next GIS baseline submittal.

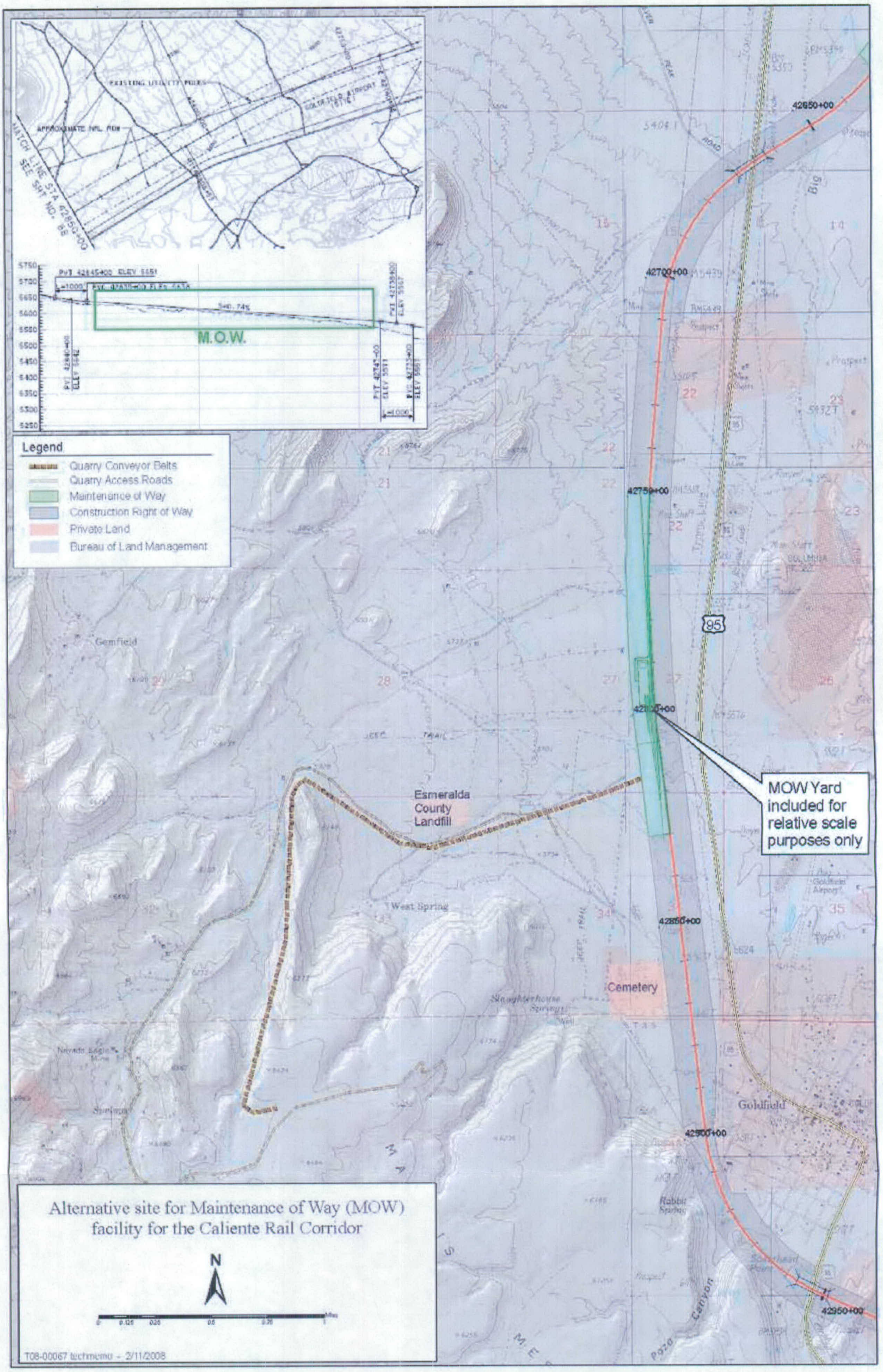
The baseline technical documents that are affected by this technical memo are:

1. Facilities Design Analysis Report Caliente Rail Corridor. Rev. 03, May 15, 2007, DIRS [180919], ENG.20070606.0020.

2. Operations and Maintenance Report Caliente Rail Corridor, Rev. 03, May 15, 2007, DIRS [182826], ENG.20070606.0021

No existing GIS baseline files are changed by this document. Related datasets are:

- NRP_Caliente_Facilities_GIS_REV_01_4-13-06, FAC_MOW_Headquarters_REV_01
- NRP_Caliente_Facilities_GIS_REV_01_4-13-06, FAC_MOW_Trackside_REV_01


M.O.W.
Legend
Quarry Conveyor Belts
Quarry Access Roads
Maintenance of Way
Construction Right of Way
Private Land
Bureau of Land Management
42650+00
42700+00
42750+00
42800+00
42850+00
42900+00
42950+00
MOW Yard included for relative scale purposes only
Esmeralda County Landfill
Gemfield
West Spring
Cemetery
Goldfield
Rabbit Spring
95
Alternative site for Maintenance of Way (MOW) facility for the Caliente Rail Corridor
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T08-00067 techmemo - 2/11/2008