

RAS 10269

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ADP

# PRIVATE FUEL STORAGE FACILITY TRANSPORTATION STUDY

Prepared for:  
Private Fuel Storage L.L.C.  
Private Fuel Storage Facility

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If an easement can be obtained from the BLM for a site access road to the existing frontage road, there would be no wetland impacts. However, if the site access road had to go along the railroad right of way east to Timpie, the two low lying mudflats would be impacted. Formal wetland delineations would be required and an ACOE Section 404 permit may be required. If required, mitigation would consist of wetland replication.

Additional work is required to more fully characterize the environmental setting of the site area. This additional work will include Threatened and Endangered species consultations and will consist initially of a data base search request from the State, the U. S. Bureau of Land Management (BLM), and the U. S. Fish & Wildlife Service (USFWS). Field surveys may also be required if any potential Threatened and Endangered species are identified by the data base search. Raptor nest surveys would need to be conducted at the site and along the entire route.

**Existing Land Ownership and Right of Way:** The land in the proposed siting area is owned by the BLM with right of ways granted for the railroad, interstate, and frontage road. The intermodal transfer point would be located on BLM land adjacent to the Union Pacific right of way on the north and the frontage road on the south. The site access road will directly connect to the frontage road.

**Estimated Cost of Option IT-3:** The estimated total life-cycle cost of Option IT-3 is [REDACTED] in 1998 dollars. The total cost includes both capital construction costs [REDACTED] and life-cycle operating and maintenance costs [REDACTED] and is based on a 40,000 MTU facility with a 40-year life.



Photograph 23 - Looking southeast toward the PFSF. The railroad spur would cross the valley floor to the site.

**Environmental Setting:** The rail spur would begin at Low Junction, which is an upland community just south of Interstate 80. The rail spur would continue south along the west side of Skull Valley, at the base of the Cedar Mountains, to the PFSF. There are no known wetlands or other environmentally sensitive areas along this route. A number of arroyos do occur in the corridor but do not pose any significant concerns. However, consultation with the State needs to occur to determine if crossing some of these drainages would require a Stream Alteration Permit.

Threatened and endangered species consultation will be required with the State, BLM, and USFWS. Raptor nest surveys will need to be performed along the entire route. In addition, further information needs to be obtained about the ecological resources found in the western portion of Skull Valley and the Cedar Mountains.

**Existing Land Ownership and Right of Way:** The land where the railroad turnout and sidings would be located is owned by the BLM, with right of way granted for the railroad. The railroad turnout and sidings would be located on the railroad right of way. The new 32-mile railroad spur would cross the valley entirely on BLM land and would require an easement or right of way granted for the full length.

**Estimated Cost of Option DR-5:** The estimated total life-cycle cost of Option DR-5 is [REDACTED] in 1998 dollars. The total cost includes both capital construction costs [REDACTED] and life-cycle operating and maintenance costs [REDACTED] and is based on a 40,000 MTU facility with a 40-year life.