

**APPENDIX I**

**HAZARDOUS MATERIALS ASSESSMENT**



**HAZARDOUS MATERIALS ASSESSMENT  
PROPOSED DESERT XPRESS RAIL CORRIDOR  
VICTORVILLE, CALIFORNIA, TO  
LAS VEGAS, NEVADA**

**DRAFT**

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February 2, 2007  
Project No. 206725002

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Mr. John Cook  
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135 Main Street, Suite 1600  
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Subject: Hazardous Materials Assessment  
Proposed Desert Xpress Rail Corridor  
Victorville, California to Las Vegas, Nevada

Dear Mr. Cook:

In accordance with your authorization, Ninyo & Moore has completed a Hazardous Materials Assessment (HMA) along the proposed Desert Xpress rail corridor between Victorville, California, and Las Vegas, Nevada. The report describes our findings, methodologies, and conclusions.

We appreciate the opportunity to be of service to you on this project.

Sincerely,  
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## 1. HAZARDOUS MATERIALS

CirclePoint authorized Ninyo & Moore to perform a Hazardous Materials Assessment (HMA) of a proposed rail corridor (The Desert Xpress) between Victorville, California, and Las Vegas, Nevada. The HMA was performed to evaluate, to the extent practical, areas of the corridor or properties adjoining the corridor where unauthorized releases of hazardous materials have occurred. This HMA addresses properties located along Interstate 15 (I-15), Burlington Northern Santa Fe (BNSF) railways, as well as other properties between Victorville, California, and Las Vegas, Nevada (site). The HMA has been performed in accordance with proposal No. P-12868, dated February 3, 2006. The field assessment portion of this HMA was performed during July 2006 according to the scope of work (SOW) agreed to by Ninyo & Moore and CirclePoint.

### 1.1. Scope of Work

The scope of this HMA included but was not limited to the following tasks:

- Project coordination and meeting attendance, including meetings with team members and/or subconsultants as necessary to comply with project requirements.
- Review of existing maps and reports of past assessments and corrective actions, if available, for the alignment and properties located in near proximity to the alignment. Review of readily available historical aerial photographs of the alignment and vicinity.
- A review of federal, state, and county regulatory agency databases to identify known hazardous waste sites; landfills; leaking and permitted underground storage tanks; and facilities that use, store, or dispose of hazardous materials within an approximately  $\frac{1}{8}$ -mile radius of the project site.
- A reconnaissance of the project alignment to visually evaluate areas of possibly contaminated surface soil or surface water, improperly stored hazardous materials, and possible risks of contamination from activities within and adjacent to the proposed alignment, including the abandoned Molycorp waste pipeline in the median of I-15.
- Contact with regulatory agency representatives, as necessary, to discuss the current status of selected hazardous waste sites along the alignment, which appear on the government agency database search.
- Sites with potential hazardous materials impacts to the project were screened. Hazardous material issues associated with the operation of the rail line were also assessed and

summarized. Findings are summarized in map and table form. Our findings regarding hazardous materials issues, as well as conclusions and recommendations for additional testing, are summarized in this report so that they may be incorporated into the Environmental Impact Statement (EIS) document.

The purpose of this HMA was to evaluate the likelihood that hazardous materials may be present in soil or groundwater beneath the site as a result of on-site or off-site activities. For the most part, the site consists of freeway shoulders, freeway medians, and both active and inactive BNSF R/W; the emphasis of our evaluation was primarily on off-site properties which adjoin the site. The likelihood of specific areas of the site being contaminated by hazardous materials was ranked as high, moderate, or low based on the following descriptions:

- **High** – Property with known or probable contamination within the area of the project. An example of a property in this category would be a leaking underground storage tank (LUST) property where remediation had not been started or was not yet finished.
- **Moderate** – Property with potential or suspected contamination within the area of the project. Examples of properties in this category would be LUST properties in the vicinity of the site that are in final stages of remediation or in post-remediation monitoring. LUST properties adjacent to the site are considered to be in this category, regardless of case status, as deed restrictions may exist for closed LUST cases. A second example would be a property within or adjoining the site with known use or storage of hazardous materials which had received violation notices from an inspecting agency or where visual evidence of inadequate chemical and storage practices (such as significant staining) were observed but where no environmental assessments had occurred. Also included in this category are facilities within or adjoining the site where underground storage tanks (USTs) are likely present, but that appeared to be abandoned by their former operators.
- **Low** – Property which uses or stores hazardous materials but with no significant violations, known releases, or evidence of inadequate chemical-handling practices. Example properties would be active UST or dry cleaning facilities with no documented releases or properties that are not adjacent to the site and remediation of previous releases had been completed.

## 1.2. Limitations

This HMA has been prepared for use by CirclePoint. The information presented in this report is based on the project SOW (Section 1.1). Ninyo & Moore has relied on information provided by others in our description of historical conditions and our review of regulatory databases and files. However, Ninyo & Moore makes no warranties or guarantees regarding

the accuracy or completeness of the information provided or compiled by others. Ninyo & Moore observed properties adjoining the proposed rail line from public R/W only in accordance with our SOW. In areas inaccessible by public R/W; an effort was made to observe features at a distance. Ninyo & Moore did not conduct interviews with individual property representatives.

No HMA can completely eliminate uncertainty regarding the potential for hazardous materials conditions in connection with a property. Performance of this HMA is intended to reduce, but not eliminate, uncertainty regarding the presence of hazardous materials conditions. The available data do not provide definitive information relative to past uses, operations, or incidents at the site or adjacent properties. The existence of site contamination that was not identified during this HMA is possible and cannot be adequately assessed without additional research beyond the stated SOW. Further evaluation of these types of risks could include subsurface exploration, sampling, and/or other forms of testing.

In addition, some substances may be present within the proposed corridor area or in the vicinity in quantities below those categorized as actionable by current environmental regulations. Ninyo & Moore cannot be responsible if regulatory standards are changed in the future in a manner that renders the current site conditions actionable.

## **2. REGULATORY REQUIREMENTS AND METHODS OF EVALUATION**

### **2.1. Regulatory Requirements**

Hazardous materials and hazardous wastes are regulated by numerous state and federal laws. These include not only specific statutes governing hazardous waste but also a variety of laws regulating air and water quality, human health, and land use.

#### **2.1.1. Federal Requirements**

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of

CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

### **2.1.2. State Requirements**

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Hazardous waste management in California is regulated primarily under the authority of the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Hazardous waste management in Nevada is regulated primarily under the authority of the Nevada Division of Environmental Protection.



### **2.1.3. Regional and Local Requirements**

The following is a description of the local agencies that may have oversight in the project area.

#### **2.1.3.1. California State Fire Marshal's (CSFM) Office**

The CSFM supports the mission of the California Department of Forestry and Fire Protection by focusing on fire prevention. CSFM provides support through a wide variety of fire safety responsibilities, including regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death and destruction by fire; by providing statewide direction for fire prevention with wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

#### **2.1.3.2. Mojave Desert Air Quality Management District (MDAQMD)**

The California MDAQMD is the agency responsible for establishing criteria by which air quality in the project area is measured. For any particular locale, air quality is based on the amount of pollutants emitted and dispersed and the climatic conditions that may reduce or enhance the formation of pollutants. One of the MDAQMD's key tasks is to assure compliance with air quality rules and regulations and with state and federal air quality statutes to achieve and sustain air quality standards throughout the Mojave Desert Air Basin in California.

#### **2.1.3.3. San Bernardino County Fire Department, Hazardous Materials Division (SBCFD)**

The SBCFD is the local lead agency that maintains records and files regarding permitted USTs, reported releases from USTs, and facilities that handle, store, and



use hazardous materials and generate hazardous wastes in San Bernardino County, California.

**2.1.3.4. San Bernardino County Solid Waste Management Division (SBCSWMD)**

The SBCSWMD has local regulatory oversight responsibility for active and closed landfills in San Bernardino County, California.

**2.1.3.5. Regional Water Quality Control Board (RWQCB)**

The Southern Lahontan Region Regional Water Quality Control Board (LRWQCB) also has oversight jurisdiction with regard to releases (primarily to groundwater) from USTs and other point and regional sources within their jurisdiction in California. The RWQCB issues National Pollutant Discharge Elimination System (NPDES) permits.

**2.1.3.6. Nevada State Fire Marshal's (NSFM) Office**

This NSFM is responsible for the permitting and regulating the storage, use, and transportation of hazardous materials within the state of Nevada. Additional services provided by the NSFM are hazardous materials inspections per the Nevada Revised Statutes (NRS) and Nevada Administrative Codes (NAC), regulation of hazardous liquid pipelines, and providing training and education in fire protection methods and responsibilities.

**2.1.3.7. Nevada Department of Air Quality and Environment Management (DAQEM)**

The Clark County, Nevada, DAQEM is responsible for monitoring the quality of the air throughout Clark County and ensuring that local entities and business are in compliance with air quality rules and regulations. In addition, DAQEM is respon-

sible for the development of proper air quality control measures and educating the citizens of Clark County on good air quality habits.

The DAQEM is also tasked with monitoring the water quality in Clark County. As part of this responsibility, DAQEM has created a program that monitors municipal wastewater treatment, stormwater pollution prevention, groundwater management, and wellhead protection.

**2.1.3.8. Clark County Fire Department (CCFD)**

The CCFD is the local lead agency that maintains records and files regarding hazardous material use and storage by individuals and business within Clark County.

**2.1.3.9. Southern Nevada Health District, Environmental Health (SNHD)**

The SNHD is the local lead agency that maintains records and files regarding permitted USTs, reported releases from USTs, and facilities that handle, store, and use hazardous materials and generate hazardous waste. In addition, the SNHD also has local regulatory oversight responsibility for active and closed landfills.

**2.2. Methods of Evaluation of Impacts**

The following section describes the methods used to identify areas of the site or properties adjoining the site where unauthorized releases of hazardous materials have occurred.

**2.2.1. Environmental Database Review**

Ninyo & Moore obtained and reviewed automated database search reports for each proposed segment/alternative. Ninyo & Moore subcontracted FirstSearch™ to perform an environmental records search of federal, state, and local files for properties located within the study area. For this project, Ninyo & Moore ordered corridor search reports with a search radius of approximately  $\frac{1}{8}$  mile on either side of each respective segment/alternative. The FirstSearch™ database reports are divided into six segments and

their associated alternatives. Single database reports were ordered for segments that have generally adjacent alternatives. For example, in Segment 3, Alternative A is proposed to follow the median of I-15 and Alternative B is proposed to follow the southbound shoulder of I-15. Table 1 provides the number of properties reported by FirstSearch™ for each database search report.

The FirstSearch™ report also includes a list of “non-geocoded” properties that could not be mapped due to unknown or missing addresses or locations. Ninyo & Moore noted the properties that could be verified by site reconnaissance and aerial photograph review that fall within the 1/8-mile corridor of interest. These properties have been included in our assessment of each alternative and are described within the text of each segment under the applicable database discussion. Non-geocoded properties not considered significant environmental concerns to the site and properties located beyond the boundaries of the corridors of interest and are not discussed. The FirstSearch™ reports are included as Appendix A.

Regulatory agency databases that were reviewed include:

- National Priorities List (NPL) of the United States Environmental Protection Agency (EPA)
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS)
- Resource Conservation and Recovery Act (RCRA)
- Emergency Response Notification System (ERNS)
- California Environmental Protection Agency, Department of Toxic Substances Control, State Priority List (CAL-SITES)
- Nevada Environmental Protection Agency (NEV-STATE)
- Spills-1990 (California Only)
- Solid Waste Landfills (SWLs)
- Leaking Underground Storage Tank (LUST)

- Underground Storage Tanks (UST)

### **2.2.2. Aerial Photography**

Ninyo & Moore reviewed aerial photography for each of the respective segment/alternatives. Aerial photographs have been collected for the continental United States since the 1920s, with variable coverage and frequency (generally based on an area's importance to national defense). Aerial photographs offer an opportunity for direct observation of site conditions across a period of time. These observations may include the locations of tank pits, drums, pits, ponds, lagoons, stained/stressed vegetation, or other site development features that can indicate potential contaminant sources.

Aerial photographs of the project area were provided by Continental Aerial Photo, Inc., of Los Alamitos, California, the United States Geological Survey (USGS), and Google™ Maps. For this study, Ninyo & Moore reviewed aerial photographs taken in 1950, 1955, 1968, 1969, 1973, 1975, 1976, 1977, 1978, 1986, 1997, 1999, and 2006. The photographs reviewed varied in scale and clarity, and were taken from various altitudes.

The aerial photograph review served to verify information gained from other sources and, in some cases, served as the primary source of information. Information that was gathered from aerial photographs is summarized in the following tables. Since the project area includes approximately 200 miles of corridor, the tables include limited data in the interest of brevity. The data are limited primarily to areas of potential concern as revealed by regulatory data or our site reconnaissance. Historical features of potential environmental concern noted, which were not revealed by current sources, are also described in the tables. Aerial photography coverage for the undeveloped sections of the corridor was of limited use due to scale or coverage was not readily available.

### **2.2.3. Site Reconnaissance**

A site reconnaissance was conducted to provide us with site-specific, current information about the site that is not obtainable through an environmental database review or

aerial photograph review. Ninyo & Moore performed a site reconnaissance of the project area on July 24 through 28, 2006. The inspection included a reconnaissance of the subject site and adjoining properties from public rights-of-way (R/W). Photographs of the site are presented in Appendix B.

During the site reconnaissance, we looked for several indicators of potential environmental impacts to the project including significant staining or degraded pavement, USTs, aboveground storage tanks (ASTs), storage of significant quantities of hazardous materials and wastes, groundwater monitoring wells and remediation systems, dry cleaning facilities, transformers, pesticide use, industrial facilities, current or historic gasoline stations, distressed vegetation, and the presence of pits, ponds, or lagoons. The presence of features such as ASTs, USTs, or chemical storage areas alone is not cause to classify a property as Moderate or High with regard to risk.

In general, the most common facilities of environmental concern noted in densely developed urban and suburban areas are industrial facilities and gasoline stations. Because of the large project area and the scope of services for this HMA, which did not include inspections of individual facilities, a property would not be listed as a facility of concern during the site reconnaissance unless it was in the immediate vicinity of one of the segments and there was overt and obvious evidence of a subsurface assessment and/or contamination remediation such as an operating remediation system, or drums of soil cuttings from a subsurface investigation that were readily observable from public R/W.

Because gasoline stations are situated in the immediate proximity to public R/W, visual evidence of subsurface assessment/remedial activity is generally more obvious than at industrial facilities. However, the information contained in an environmental database report is still the primary means of screening for gasoline stations which have experienced documented releases. Consequently, during our site reconnaissance, primary attention was paid to gasoline stations with documented releases (listed in the environmental database reports) in close proximity to the segments. Gasoline stations in close

proximity to the proposed alignments were observed from public R/W and evaluated for the presence of wells, drums, and/or remediation systems.

The Project will have a significant detrimental effect if there is exposure of the public and/or the environment to hazardous materials or petroleum compounds by project construction or operational activities. Construction activities could lead to exposure to contaminated soil or groundwater; the primary focus of the HMA is to identify properties affected by the proposed corridor where significant potential for such exposures is present. Operational activities, such as vehicle maintenance at the proposed maintenance facilities, present the potential for future releases of hazardous materials.

As described in the SOW, Section 1.1, individual properties are classified as High, Moderate, or Low with regard to their potential to cause exposure to significant soil or groundwater contamination. The classification of each property was based on the type of operation (current or historical), proximity to the project alignments, hydrogeologic conditions, field observations, and regulatory information. The possible construction impacts and mitigation measures for each property, classified as High or Moderate in the HMA, are discussed in this document. In general, the classification criteria were defined in Section 1.1.

In addition, we evaluate potential operational impacts related to use of hazardous materials at proposed maintenance facilities and elsewhere within the proposed corridor. Mitigation measures are identified for each significant impact identified.

### **3. AFFECTED ENVIRONMENT**

The proposed project includes several proposed linear corridors for the construction of a high-speed rail line between Victorville, California, and Las Vegas, Nevada. The corridors have been divided into six segments, some of which contain multiple alternatives. The overall length covered by the project comprises approximately 200 miles. The specific location of the proposed routes was obtained from maps provided by CirclePoint. The general site location is presented on Figure 1.

### **3.1. Regional Environment**

The proposed rail line is situated in the Mojave Desert portion of the Basin and Range province. The Basin and Range is characterized by a repeating pattern of north-south trending mountain ranges separated by fault-bound basins. The current morphology developed as basins dropped and ranges rose during regional extension. Many of the basins are quite deep and filled with thousands of feet of alluvium shed from the adjacent ranges. In general, the sediment size decreases to clays with distance from the range.

Groundwater levels vary beneath the project area. Localized regions with shallow perched groundwater may be present in the site vicinity. Groundwater levels and groundwater flow directions are influenced by seasonal variations in precipitation and other factors, including local irrigation (golf courses, recreation areas, residences) and groundwater pumping and are, therefore, subject to variation. In general, groundwater flow direction typically mimics topography.

### **3.2. Resources by Segment**

The following sections provide a general overview of the resources associated with each segment/alternative based on information obtained from the database search reports, aerial photography, and site reconnaissance.

#### **3.2.1. Segment 1 (Victorville, California, to Barstow, California)**

##### ***3.2.1.1. Segment 1, Alternative A***

Segment 1, Alternative A (Segment 1A), extends northeast from Victorville, California, toward Barstow, California (Figure 2). In general, segment 1A parallels the active BNSF railroad R/W with the exception of the southernmost section that begins west of Interstate 15 (I-15) and extends southward in an arc toward the BNSF R/W. Adjoining properties generally include undeveloped vacant land, commercial properties, agricultural land, highways and secondary roads, the BNSF R/W, and single-family residences. The southernmost portion of this segment includes the



proposed locations of a passenger station, a storage facility, and an operations and maintenance facility. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and herbicides along BNSF R/W and other chemicals typical of gasoline station operations and train operations.

### **3.2.1.2. Segment 1, Alternative B**

Segment 1, Alternative B (Segment 1B), extends northeast from Victorville, California, toward Barstow, California (Figure 2). Segment 1B generally parallels the west side of I-15 between an area just north of Victorville to an area just south of Barstow where the proposed rail line bears northward toward the BNSF R/W and intersects with Segment 1A. Adjoining properties along this segment primarily include undeveloped vacant land. A few commercial properties adjoin the segment near the proposed Victorville Station. In addition, the shoulder of I-15, secondary roads, BNSF R/W, and the active Mojave Northern Railroad R/W adjoin the proposed corridor. The southernmost portion of this segment includes the proposed locations of a passenger station, a storage facility, and an operations and maintenance facility. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and herbicides along I-15 and BNSF R/W and other chemicals typical of gasoline station operations and train operations.

### **3.2.2. Segment 2 (Barstow, California, to Yermo, California)**

#### **3.2.2.1. Segment 2, Alternative A**

Segment 2, Alternative A (Segment 2A), extends generally west to east from Barstow, California, to Yermo, California (Figure 3). Segment 2A begins approximately 5 miles west of Barstow near the town of Lenwood and heads in a northeasterly direction across the Mojave River. North of Barstow and the Mojave River, the alignment turns to the east and merges with an abandoned/inactive BNSF R/W (tracks removed, ballast remains) for approximately 3 miles. The corridor continues east past the I-15 and 1<sup>st</sup> Street interchange and eventually merges with the



northern shoulder of I-15 at the southern end of the Calico Mountains near Yermo, California. Adjoining properties along segment 2A generally include undeveloped vacant land, commercial properties, agricultural land, highways and secondary roads, BNSF R/W, and single-family residences. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

#### **3.2.2.2. Segment 2, Alternative B**

Segment 2, Alternative B (Segment 2B), extends west to east from Barstow, California, to Yermo, California (Figure 3). Segment 2B generally parallels the north side of I-15 between an area just west of Barstow near the town of Lenwood to a point at the southern end of the Calico Mountains near Yermo, California. Adjoining properties along segment 2B generally include undeveloped vacant land, the shoulder of I-15, secondary roads, and a few commercial properties. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

### **3.2.3. Segment 3 (Yermo, California, to Mountain Pass, California)**

#### **3.2.3.1. Segment 3, Alternative A**

Segment 3, Alternative A (Segment 3A), extends southwest to northeast from Yermo, California, to Mountain Pass, California (Figure 4). Segment 3A is aligned entirely within the median of I-15. Adjoining properties along segment 3A include the median of I-15, associated interchanges and gas stations. This segment is aligned southeast of developed areas in the vicinity of Baker and northwest of developed areas in the vicinity of Halloran Springs. The Molycorp mine and landfill are located adjacent to the site at 67750 Bailey Road in Mountain Pass, California. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons, mine-tailing waste, and other chemicals typical of gasoline station operations and mining operations.

### **3.2.3.2. Segment 3, Alternative B**

Segment 3, Alternative B (Segment 3B), extends southwest to northeast from Yermo, California, to Mountain Pass, California (Figure 4). Segment 3B is aligned entirely along the north side of I-15, with the exception of a small section near a rest area, where the alignment is diverted around the rest area and then returns to the northern boundary of I-15. Adjoining properties along segment 3B include the northern boundary of I-15, associated interchanges, and gasoline stations. This segment is aligned southeast of developed areas in the vicinity of Baker and northwest of developed areas in the vicinity of Halloran Springs. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

### **3.2.4. Segment 4 (Mountain Pass, California, to Primm, Nevada)**

#### **3.2.4.1. Segment 4, Alternative A**

Segment 4, Alternative A (Segment 4A), extends southwest to northeast from Mountain Pass, California, toward Primm, Nevada, just east of the California/Nevada border (Figure 5). Segment 4A diverges from the I-15 by swinging east to cross Nipton Road, then rejoins the median of I-15 near Ivanpah Ditch Bridge to a point just west of Primm, Nevada. Adjoining properties along segment 4A include the median of I-15, associated interchanges, and undeveloped vacant land and gasoline stations. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

#### **3.2.4.2. Segment 4, Alternative B**

Segment 4, Alternative B (Segment 4B), extends southwest to northeast from Mountain Pass, California, to Primm, Nevada, just west of the California/Nevada border (Figure 5). Segment 4B is situated primarily east of I-15 across vacant land

in an approximate “S” shape. Two tunnels approximately 5,500 and 1,500 feet in length are proposed for this alternative. The alignment rejoins the northern boundary of I-15 near Ivanpah Ditch Bridge to a point just west of Primm, Nevada. Adjoining properties along segment 4B consist of primarily undeveloped vacant land and gasoline stations. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

### **3.2.5. Segment 5 (Primm, Nevada, to Jean, Nevada)**

#### **3.2.5.1. Segment 5, Alternative A**

Segment 5, Alternative A (Segment 5A), extends south to north from a point approximately 2,500 feet east of the California/Nevada border near Primm, Nevada, to a point approximately 1 mile south of the I-15/Sloan intersection (Figure 6). Segment 5A is aligned entirely within the median of I-15, passing through the towns of Jean and Primm that consist of hotels, casinos, restaurants, and gas stations. Adjoining properties along segment 5A include the median of I-15 and associated interchanges. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

#### **3.2.5.2. Segment 5, Alternative B**

Segment 5, Alternative B (Segment 5B), extends south to north from a point approximately 2,500 feet east of the California/Nevada border near Primm, Nevada, to a point approximately 1 mile south of the I-15/Sloan intersection (Figure 6). Segment 5B is aligned entirely along the eastern boundary of I-15, passing through the towns of Jean and Primm that consist of hotels, casinos, restaurants, and gas stations. Adjoining properties along segment 5B include the boundary of I-15, associated interchanges, and undeveloped vacant land. Current significant uses of

hazardous material include, but may not be limited to, petroleum hydrocarbons and other chemicals typical of gasoline station operations.

### **3.2.6. Segment 6 (Jean, Nevada, to Las Vegas, Nevada)**

#### **3.2.6.1. Segment 6, Alternative A**

Segment 6, Alternative A (Segment 6A), extends south to north from a point approximately 1 mile south of the I-15/Sloan intersection to a point just north of the I-15/West Flamingo Road in Las Vegas, Nevada (Figure 7). Segment 6A is aligned entirely within the median of I-15. Adjoining properties along segment 6A include the median of I-15, associated interchanges, secondary roads, commercial and industrial properties, and Union Pacific railroad (UPRR) tracks. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons, solvents, and other chemicals typical to light industrial operations and train operations.

#### **3.2.6.2. Segment 6, Alternative B (Jean, Nevada, to Las Vegas, Nevada)**

Segment 6, Alternative B (Segment 6B), extends south to north from a point approximately 1 mile south of the I-15/Sloan intersection to a point just north of the I-15/West Flamingo Road in Las Vegas, Nevada (Figure 7). Segment 6B is aligned along the western boundary of I-15. Adjoining properties along segment 6B include the median of I-15, associated interchanges, secondary roads, commercial and industrial properties, and UPRR tracks. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons, solvents, and other chemicals typical to light industrial operations and train operations.

#### **3.2.6.3. Segment 6, Alternative C (Jean, Nevada, to Las Vegas, Nevada)**

Segment 6, Alternative C (Segment 6C), extends west to east from Jean, Nevada, to Las Vegas, Nevada (Figure 7). Segment 6C diverges north from I-15 near Sloan

Road and adjoins the west side of the UPRR corridor to the proposed passenger station between East Charleston Boulevard and East Bonneville Avenue. Adjoining properties along segment 6C include I-15, secondary roads, UPRR, and commercial and industrial properties. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons, solvents, herbicides, and other chemicals typical to light industrial operations and train operations.

**3.2.6.4. Segment 6, Alternative D (Jean, Nevada, to Las Vegas, Nevada)**

Segment 6, Alternative D (Segment 6D), extends west to east from Jean, Nevada, to Las Vegas, Nevada (Figure 7). Segment 6D diverges north from I-15 near Sloan Road and adjoins the east side of the UPRR corridor to the proposed passenger station between East Charleston Boulevard and East Bonneville Avenue. Adjoining properties along segment 6D include I-15, secondary roads, UPRR, and commercial and industrial properties. Current significant uses of hazardous material include, but may not be limited to, petroleum hydrocarbons, solvents, herbicides and other chemicals typical to light industrial operations and train operations.

**4. ENVIRONMENTAL CONSEQUENCES**

**4.1. Regional Effects**

**4.1.1. Operational Period**

Operational activities for the Desert Xpress will include such activities as train operations, track maintenance, and equipment maintenance. The operational impacts of these activities are confined to the rail R/W, stations, and maintenance yards. As such, no regional effect due to use and storage of hazardous materials is foreseen. Therefore, the potential for significant operational impacts related to hazardous materials is low.

#### **4.1.2. Construction Period**

Construction of the Desert Xpress may require the removal of buildings, structures, and paving materials to accommodate new construction. Due to the older age of some buildings along the proposed rail corridor, demolition activities may encounter lead-based paint (LBP) and asbestos-containing building materials (ACMs). These materials would have to be transported to a proper disposal facility. The need to transport these hazardous materials on regional public R/W creates a potentially significant risk of exposing the public and/or the environment to hazardous materials.

#### **4.2. Effects by Segment**

The following sections provide a general overview of our findings for the respective segment/alternative based on information obtained from the database search reports, aerial photography, and site reconnaissance. Throughout the remainder of the text, discussion of specific properties of concern will be accompanied by a property identification number in the following format: (1A-3). This notation would indicate, for example, that the property of concern is the third property of concern noted in Segment 1, Alternative A. These specific properties identification numbers appear throughout the text and tables, including Table 4 that summarizes information for each of the properties of concern. Figures 2 through 7 show the segment alignments and are associated with detail maps (Figures 2a through 7k) that show the individual properties of concern.

#### **4.2.1. Segment 1 (Victorville, California, to Barstow, California)**

##### **Operational Period**

##### ***4.2.1.1. Segment 1, Alternative A***

Proposed facilities for Segment 1A include one station and one maintenance facility. We do not anticipate the use or storage of significant quantities of hazardous materials at the station. Therefore, the potential for significant operational impacts at the station related to hazardous materials is low.

Activities at the maintenance facility will likely require the use of numerous chemicals such as lubricants, solvents, fuels, and compressed flammable gasses. It is assumed that the majority of chemicals would be stored above ground, although some may be stored in underground storage tanks. Equipment such as paint booths, sumps, clarifiers, and wastewater treatment units may also be used at the maintenance facility. Operational activities, such as vehicle maintenance, present the potential for future releases of hazardous materials. The maintenance facility could expose the public and/or the environment to hazardous materials and would be considered a potentially significant impact.

**4.2.1.2. Segment 1, Alternative B**

Proposed facilities for Segment 1B include one station and one maintenance facility. We do not anticipate the use or storage of significant quantities of hazardous materials at the station. Therefore, the potential for significant operational impacts at the station related to hazardous materials is low.

Activities at the maintenance facility will likely require the use of numerous chemicals such as lubricants, solvents, fuels, and compressed flammable gasses. It is assumed that the majority of chemicals would be stored above ground, although some may be stored in underground storage tanks. Equipment such as paint booths, sumps, clarifiers, and wastewater treatment units may also be used at the maintenance facility. Operational activities, such as vehicle maintenance, present the potential for future releases of hazardous materials. The maintenance facility could expose the public and/or the environment to hazardous materials and would be considered a potentially significant impact.



## **Construction Period**

### ***4.2.1.3. Segment 1, Alternative A***

#### **Environmental Database Review**

A review of federal and state database listing for Segment 1, Alternative A, identified one facility on the Comprehensive Environmental Response, Compensation and Liability Act – No Further Remedial Action Planned (CERCLIS NFRAP) database, one facility on the Resource Conservation and the Recovery Act (RCRA) Generator database, one facilities listed on the LUST database, one facility listing on the Cal Sites database, two facility listings on the Solid Waste Landfills (SWL) database, and 12 facility listings on the UST database (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

The CERCLIS NFRAP database contains properties which have been removed from the EPA's CERCLIS databases. NFRAP sites may be facilities where following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the National Priorities Lists (NPL), or the contamination was not serious enough to require federal superfund action or NPL consideration. The Riverside Cement Company (1A-3) at 19409 National Trails Highway in Oro Grande, California, a mine and cement manufacturing facility since 1895, was listed on the CERCLIS database. Groundwater beneath the facility has reportedly been contaminated with chromium and volatile organic compounds (VOCs) from on-site activities. Corrective measures to address the release were undertaken in 1998 and 1999. A remedial investigation of the facility was completed by the RWQCB in 1989 resulting in a transfer to the EPA as the lead agency for the facility. Based on the distance to the site, the regulatory status, and the type of expected releases, this facility is considered an environmental concern to the site. The Riverside Cement Company appears on several other lists described in the following paragraphs.



The RCRA Generator database identifies facilities that generate hazardous waste as defined by RCRA. Inclusion on these lists is for permitting purposes and is not indicative of a release. The Riverside Cement Company (1A-3) at 19409 National Trails Highway in Oro Grande, California, was listed on the RCRA Generator list. According to FirstSearch™, the property was listed due to cement and adhesive manufacturing with no violations reported. This site is not considered a significant environmental concern to the site based on the RCRA listing alone.

The Cal Sites database is provided by the Department of Toxic Substances Control (DTSC) and includes potential or confirmed hazardous substance release properties. In 1996, the California EPA (Cal-EPA) reevaluated and significantly reduced the number of sites in the Cal Sites Database. The Riverside Cement Company (1A-3) at 19409 National Trails Highway in Oro Grande, California, was listed on the Cal Sites list. According to FirstSearch™, the property was listed due to a protracted list from 1973 to 1989 that briefly describes inspections from the RWQCB. The EPA became the lead agency in 1989. No further action (NFA) status was granted from DTSC in April 1995; the EPA became the lead agency in August 1995

The Solid Waste Landfill (SWLF) database consists of open and closed solid waste disposal facilities and transfer stations. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database. The Riverside Cement Company (1A-3) at 19409 National Trails Highway in Oro Grande, California, was listed on the SWLF list. According to FirstSearch™, the property was listed due to their active status as a major waste tire facility. The Riverside Cement Company (1A-3) is listed as the land owner in the non-geocoded sites under multiple names including: Sheerer Quarry Ind. Waste 2, Sheerer Quarry Ind. Waste 1, Sheerer Quarry 3, Oro Grande Waste Dump No. 1, Oro Grande Waste Dump No. 2, Oro Grande Sparkuhle 2, Oro Grande Sparkuhle 3, Oro Grande Mack South Peak, Oro Grande Landfill (2 listings), Oro Grande Kiln Waste Dust Dump (2 listings), and Oro Grande Canyon Quarry.

The LUST information system is obtained from the State Water Resources Control Board (SWRCB) and the RWQCB. Two LUST sites were listed in the FirstSearch™ database. The Riverside Cement Company (1A-3) at 19409 National Trails Highway in Oro Grande, California, and Oro Grande Petroleum Company (1A-1) at 18980 National Trails Highway in Oro Grande, California, were listed on the LUST list. According to FirstSearch™, both properties have received case closure from regulatory agencies in 2000 and 1999, respectively. These facilities are considered an environmental concern to the site based on the LUST listing and their immediate proximity to the site.

The UST and AST databases are provided by the SWRCB. Inclusion on these lists is for permitting purposes and is not indicative of a release. Twelve UST facilities were listed in the FirstSearch™ database; however, these facilities are only considered as an environmental concern to the site if they are listed on the LUST database. These facilities are not considered environmental concerns to the site based on the UST listings alone.

#### **Aerial Photograph Review**

The following table summarizes Ninyo & Moore's review of the available aerial photograph for Segment 1A:

**Table 1 – Aerial Photographs, Segment 1, Alternative A**

<b>Aerial Photograph Date</b>	<b>Victorville to Barstow</b>
<b>1955</b>	Aerial photography for Segment 1A was available from the vicinity of the Stoddard Road and I-15 intersection and again in the Barstow area. Photographs for much of the rural area between these areas were unavailable. Multiple structures and silos were visible at the Riverside Cement Company (1A-3). The remainder of the site and site vicinity was dominantly undeveloped land with some agricultural and residential uses near the Mojave River and National Trails Highway.
<b>1969</b>	The Riverside Cement Company (1A-3) appears to have expanded operations to include surface mining of areas east of National Trails Highway.
<b>1978-2006</b>	The site and site vicinity appeared generally the same as it did during our site reconnaissance.

The review of aerial photographs did not reveal the presence of significant environmental concerns other than the Riverside Cement Company (1A-3).

**Site Reconnaissance**

The site reconnaissance revealed that properties adjoining this segment are generally undeveloped. Adjoining properties that were developed included The Riverside Cement Company, agricultural properties including dairy farms, gasoline stations, retail stores, and residences. One abandoned gas station (the former Mohawk Mini-Mart [1A-2]) was observed at 19324 National Trails Highway, Oro Grande, California.

Table 3 summarizes those properties that have been classified as High or Moderate with regard to their potential to cause exposure to significant soil or groundwater contamination for Segment 1A.

#### **4.2.1.4. Segment 1, Alternative B**

##### **Environmental Database Review**

A review of federal and state database listing for Segment 1B indicated that three facilities are listed on the ERNS database (Table 1).

The ERNS database lists emergency response actions and is provided by the EPA and National Response Center. In December 1993, approximately 100 gallons of diesel fuel was released from a truck's fuel line along the northbound I-15 at the Midway rest ramp near milepost 107 in Barstow (same incident listed again in non-geocoded list). In January 1997, approximately 192 pounds of hydrochloric acid was spilled from a semi-trailer along the I-15, south of Wild Wash Road. Based on lack of indicated remediation, these releases are assumed to have been cleaned up during the initial emergency response and are not considered environmental concerns to the site. The remaining listings involved minor spills (less than 55 gallons), and specific details may be found in Appendix A. Based on the distance to the site, the regulatory status, and/or the type of expected releases from these incidents to the site, these listings are not considered an environmental concern to the site.

##### **Aerial Photograph Review**

The following table summarizes Ninyo & Moore's review of the available aerial photographs for Segment 1B:

**Table 2 – Aerial Photographs, Segment 1, Alternative B**

<b>Aerial Photograph Date</b>	<b>Victorville to Barstow</b>
<b>1955</b>	Aerial photography Segment 1B was available from the vicinity of the Stoddard Road and I-15 intersection and again in the Barstow area. Photographs for much of the rural area between these areas were un-available. The remainder of the site and site vicinity was dominantly un-developed land with some agricultural and residential uses.
<b>1969</b>	Same as previous, increasing number of residences.
<b>1978-2006</b>	The site and site vicinity appeared generally the same as it did during our site reconnaissance.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

**Site Reconnaissance**

No evidence of releases or environmental concerns was noted within Segment 1B. The site reconnaissance revealed that properties adjoining this segment are generally undeveloped with the exception of the boundary of I-15 and a few commercial properties at the southern end of the alignment. No properties of environmental concern to the site were noted during the site reconnaissance.

**4.2.2. Segment 2 (Barstow, California, to Yermo, California)**

Segment 2, Alternative A, and Segment 2, Alternative B, parallel each other along the I-15 and diverge from one another only slightly near the city of Yermo. Based on the proximity to one another, the review for the two alternatives was combined.

**4.2.2.1. Operational Period**

There are no proposed facilities for Segment 2, Alternatives A and B. Based on the lack of facilities in Segment 2, the potential for significant operational impacts related to hazardous materials is low.

#### **4.2.2.2. Construction Period**

##### **Environmental Database Review**

A review of federal and state database listing for Segment 2, Alternatives A and B, indicated that one facility is listed on the LUST database and six facilities are listed on the UST database (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

The LUST facility listed in the FirstSearch™ database is the Calico Truck Stop (2B-1) at 37587 Calico Boulevard in Yermo, California. According to FirstSearch™, a leak from a diesel UST was discovered during a tank closure in 1990. A preliminary site assessment is currently underway at this facility. This facility is considered an environmental concern to the site based on its adjacent location and the ongoing remediation.

Of the six UST facilities listed in the FirstSearch™ database, five were located beyond the boundaries of this investigation and are not considered an environmental concern to the site. The one remaining UST property that is adjacent to the site is listed as the Circle C Mini Mart at I-15 and Ghost Town Road in Yermo, California. This property is not listed on the LUST database and is not considered an environmental concern to the site based on the UST listing only.

One of the non-geocoded properties was determined to be potentially adjacent to the site. Fort Irwin Road Disposal (2A-3) is listed in the NFRAP database. According to FirstSearch™, this property was issued a “No Further Remedial Action Planned” by the EPA Region 9 in 1988. This property is considered a potential environmental concern to the site as the proximity to the site is not known.

**Aerial Photograph Review**

The following table summarizes Ninyo & Moore’s review of the available aerial photographs for Segment 2:

**Table 3 – Aerial Photographs, Segment 2, Alternatives A and B**

<b>Aerial Photograph Date</b>	<b>Barstow to Yermo</b>
<b>1955</b>	One aerial photograph for Segment 2A was available from an area just north of Barstow. I-15 was not yet existent at the time of the photograph. Properties adjoining the site were mostly undeveloped with some agricultural and residential uses.
<b>1969</b>	I-15 and an increase in residential and agricultural properties were apparent.
<b>1978-2006</b>	The site and site vicinity appeared generally the same as it did during our site reconnaissance.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

**Site Reconnaissance**

A groundwater monitoring well was noted in an empty lot located southeast of the Old CA-58 Highway and Community Boulevard intersection (2A-1), northwest of Barstow. The specific purpose of this monitoring well is unknown as it is not listed on the GeoTracker™ website or the FirstSearch™ report. Active and inactive gasoline stations were noted in the site vicinity; however, most of these stations were over 200 feet away from the proposed alignment and are not considered environmental concern to the site. Three inactive gasoline stations were noted adjacent to the site (2A-2, 2A-4, and 2B-2) (Table 3). These stations are considered potential environmental concerns to the site. No other properties within Segment 2, Alternatives A and B, of environmental concern to the site were noted during the site reconnaissance.

#### **4.2.3. Segment 3 (Yermo, California, to Mountain Pass, California)**

Segment 3, Alternative A, and Segment 3, Alternative B, parallel each other along the I-15 (Alternative A follows the median and Alternative B is located along the northern R/W for the I-15). Based on the proximity of the two alternatives, the review for the two alternatives was combined.

##### **4.2.3.1. Operational Period**

There are no proposed facilities for Segment 3, Alternatives A and B. Based on the lack of facilities in Segment 3, the potential for significant operational impacts related to hazardous materials is low.

##### **4.2.3.2. Construction Period**

###### **Environmental Database Review**

A review of federal and state database listings for Segment 3 indicated that one facility is listed on the RCRA Generator database, one facility is listed on the ERNS database, and four facilities are listed on the UST database (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

The property listed on the RCRA Generator database according to FirstSearch™ is the Caltrans Mountain Pass Maintenance Station at I-15 and Bailey Road in Mountain Pass, California. There is no indication of a release associated with this listing. Based on the information provided, this property is not considered an environmental concern.

One facility was listed on the ERNS database with an address for Molycorp mine and landfill (3A-2) at 67750 Bailey Road in Mountain Pass. The emergency response was for a 5,000-gallon spill of ammonium chloride/nitrates in 1993, which was reportedly cleaned by Molycorp. A second incident is listed for Molycorp mine and landfill (3A-2) without an address in which 2,000 gallons of tailings water



seeped from their tailings dam in 1995. In August 1994, approximately 180 gallons of diesel was released from a ruptured fuel tank on a semi-truck along the northbound I-15, approximately 5 miles south of Halloran Springs. In October 1994, approximately 85 gallons of diesel fuel was released from a truck's damaged fuel tank along the northbound I-15 north of the East Baker Boulevard off ramp in Baker. The remaining listings involved minor spills (less than 55 gallons), and specific details may be found in Appendix A. Based on the distance to the site, the regulatory status, and/or the type of expected releases from these incidents to the site, these listings are not considered an environmental concern to the site.

Two facilities were listed on the SWLF database. According to FirstSearch™, Paso Alto Towing Garage, located at 34862 Baldwin Road in Barstow and greater than 5,000 feet south of the site, is a minor waste tire facility. This facility is not actually a landfill but is a solid waste transfer facility. This facility is not considered an environmental concern to the site. Molycorp mine and landfill (3A-2) at 67750 Bailey Road in Mountain Pass is listed twice on the SWLF database. Both listings indicate the facility as a solid waste disposal property with closure dates of December 1, 1987, and December 1, 1991. No violations were noted for this facility. However, in 1997, the LRWQCB issued Cleanup and Abatement Order No. 6-97-6A1 for seven separate spills that occurred between July 24, 1996, and August 3, 1996, from a wastewater pipeline that ran between the Molycorp mine and landfill in Mountain Pass and Ivanpah Dry Lake. The pipeline exited the mine and ran parallel to I-15 for approximately 17 miles until it reached the dry lake bed. The cleanup efforts were completed in the fall of 2000. Currently, plans are on-going for the removal of the wastewater pipeline. The facility is still operational and is currently regulated by the LRWQCB for several onsite ponds and discharge streams. Based on the adjacent location to the site and based on regulatory status of this site, this facility is considered an environmental concern to the site.

Two LUST properties were listed in the FirstSearch™ database. According to FirstSearch™, the former XCEL Station located at 72307 Baker Boulevard in Baker experienced an unauthorized release of gasoline and the status is currently listed as “preliminary site assessment work plan submission.” A Caltrans Baker Maintenance Facility located at an unlisted address on Baker Boulevard in Baker experienced an unauthorized release of diesel fuel. The status is currently listed as “closed” as of August 1994. As the facilities are not adjacent to the site, it is unlikely that these facilities would pose an environmental concern to the site.

Each of the UST sites listed in the FirstSearch™ database was determined to extend beyond the boundaries of this investigation and are not considered an environmental concern to the site.

**Aerial Photograph Review**

The following table summarizes Ninyo & Moore’s review of the available aerial photographs for Segment 3:

**Table 4 – Aerial Photographs, Segment 3, Alternatives A and B**

<b>Aerial Photograph Date</b>	<b>Yermo to Mountain Pass</b>
<b>1950-1999</b>	Resolution in these photos was poor. As expected, evidence of significant development was not apparent.
<b>2006</b>	Primarily undeveloped land with the exception of I-15, an urbanized area in and around Baker, and infrequent over-passes and interchanges.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

### **Site Reconnaissance**

Segment 3, Alternatives A and B, are aligned entirely within the median of I-15 and along the north side of I-15, respectively. Active and inactive gasoline stations were noted in the site vicinity; however, most of these stations were over 200 feet away from the proposed alignment and are not considered environmental concerns to the site. One abandoned gas station (3A-1) was observed at Sunrise Canyon Road in Yermo, California. Based on the lack of information regarding the closure of this station and its location adjacent to the site, this facility is considered a potential environmental concern to the site. No other properties of environmental concern to the site were noted during the site reconnaissance, with the possible exception of the Molycorp mine and landfill.

#### **4.2.4. Segment 4 (Mountain Pass, California, to Primm, Nevada)**

Segment 4, Alternative A, and Segment 4, Alternative B, parallel each other along the I-15 (Alternative A follows the median, and Alternative B is located along the northern R/W for the I-15). Based on the proximity of the two alternatives, the review for the two alternatives was combined.

##### **4.2.4.1. Operational Period**

There are no proposed facilities for Segment 4, Alternatives A and B. Based on the lack of facilities in Segment 4, the potential for significant operational impacts related to hazardous materials is low.

##### **4.2.4.2. Construction Period**

### **Environmental Database Review**

A review of federal and state database listings for Segment 4 indicated that two facilities are listed on the SWLF (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

Two sites were listed on the SWLF database. Both sites were located well beyond the extent of the site. Based on the distance from these facilities to the site, these facilities are not considered environmental concerns to the site.

### **Aerial Photograph Review**

The following table summarizes Ninyo & Moore's review of the available aerial photographs for Segment 4:

**Table 5 – Aerial Photographs, Segment 4, Alternatives A and B**

<b>Aerial Photograph Date</b>	<b>Yermo to Mountain Pass</b>
<b>1950-1999</b>	Resolution in these photos was poor. As expected, evidence of significant development was not apparent.
<b>2006</b>	Primarily undeveloped land with the exception of I-15 and infrequent overpasses and interchanges.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

### **Site Reconnaissance**

Adjoining properties along Segment 4, Alternative A, include the median of I-15, associated interchanges, and undeveloped vacant land. One property of environmental concern was noted adjacent to Segment 4, Alternative A. An abandoned building, possibly a former gas station, is located adjacent to the site at Yates Well Road (4A-1) in Nipton, California. Adjoining properties along Segment 4, Alternative B, are primarily undeveloped vacant land. No other properties of environmental concern to the site were noted during the site reconnaissance.

#### **4.2.5. Segment 5 (Primm, Nevada, to Jean, Nevada)**

Segment 5, Alternative A, and Segment 5, Alternative B, parallel each other along the I-15 (Alternative A follows the median, and Alternative B is located along the northern

R/W for the I-15). Based on the proximity of the two alternatives, the review for the two alternatives was combined

#### **4.2.5.1. Operational Period**

There are no proposed facilities for Segment 5, Alternatives A and B. Based on the lack of facilities in Segment 5, the potential for significant operational impacts related to hazardous materials is low.

#### **4.2.5.2. Construction Period**

##### **Environmental Database Review**

A review of federal and state database listing for Segment 5 indicated that two facilities are listed on the ERNS database, and five facilities are listed on the UST database (Table 1).

Two sites were listed on the ERNS database with addresses for Whiskey Pete's Texaco at Stateline and I-15 in Primm, Nevada. The emergency response was for a failed pressure line test and inventory discrepancy for a UST. No date, clean-up, status, or LUST reference was noted for this incident. The second listing is for Gold Strike Casino Mobil at exit 12 in Jean, Nevada. The emergency response was for approximately 20 gallons of diesel fuel dumped by a customer behind the station. Based on the distance to the site, the regulatory status, and/or the type of expected releases from these incidents to the site, these listings are not considered environmental concerns to the site.

The UST and AST databases are provided by the SWRCB. Inclusion on these lists is for permitting purposes and is not indicative of a release. Five UST facilities were listed in the FirstSearch™ database; however, these facilities are only considered as an environmental concern to the site if they are listed on the LUST database. These facilities are not listed on the LUST database and are not considered environmental concerns to the site.

**Aerial Photograph Review**

The following table summarizes Ninyo & Moore’s review of the available aerial photographs for Segment 5:

**Table 6 – Aerial Photographs, Segment 5, Alternatives A and B**

<b>Aerial Photograph Date</b>	<b>Primm to Jean</b>
<b>1950-1999</b>	Resolution in these photos was poor. As expected evidence of significant development was not apparent.
<b>2006</b>	Primarily undeveloped land with the exception of I-15, urbanized areas in and around Primm and Jean, and infrequent overpasses and interchanges.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

**Site Reconnaissance**

No evidence of releases or environmental concerns was noted within Segment 5. Adjoining properties along Segment 5, Alternative A, include the median of I-15, associated interchanges, and undeveloped vacant land. Adjoining properties along Segment 5, Alternative B, are primarily undeveloped vacant land. Active and inactive gasoline stations were noted in the site vicinity; however, most of these stations were over 200 feet away from the proposed alignment and are not considered environmental concerns to the site. No other properties of environmental concern to the site were noted during the site reconnaissance.

**4.2.6. Segment 6 (Jean, Nevada, to Las Vegas, Nevada)**

Segment 6, Alternative A, and Segment 6, Alternative B, parallel each other along the I-15 (Alternative A follows the median, and Alternative B is located along the northern R/W for the I-15). Based on the proximity of the two alternatives, the review for the two alternatives was combined. Segment 6, Alternative C, and Segment 6, Alterna-

tive D, parallel each other along the BNSF railroad R/W. Based on the proximity of the two alternatives, the review for the two alternatives was combined

### **Operational Period**

#### ***4.2.6.1. Segment 6, Alternatives A and B***

Proposed facilities for Segment 6, Alternatives A and B, include two stations. Based on our understanding of these proposed facilities, we do not anticipate the use or storage of significant quantities of hazardous materials at these facilities. Therefore, the potential for significant operational impacts related to hazardous materials is low.

#### ***4.2.6.2. Segment 6, Alternatives C and D***

Proposed facilities for Segment 6, Alternatives C and D, include two stations and one maintenance facility. Based on our understanding of these proposed stations, we do not anticipate the use or storage of significant quantities of hazardous materials at this facility. Therefore, the potential for significant operational impacts at the stations related to hazardous materials is low.

The maintenance facility, however, would require the use of numerous chemicals, such as lubricants, solvents, fuels, and compressed flammable gasses. It is assumed that most of the chemicals would be stored aboveground, although some may be stored in USTs. Equipment, such as paint booths, sumps, clarifiers, and wastewater treatment units, may also be used at the maintenance facility. Operational activities, such as vehicle maintenance, present the potential for future releases of hazardous materials. Overall, the maintenance facility could expose the public and/or the environment to hazardous materials and would be considered a potentially significant impact.

## **Construction Period**

### ***4.2.6.3. Segment 6, Alternatives A and B***

#### **Environmental Database Review**

A review of federal and state database listings for Segment 6, Alternatives A and B, identified two facilities on the CERCLIS NFRAP database, 21 facilities on the RCRA Generator database, 33 facilities ERNS database, 28 facilities on the Nevada site (STATE) database, 18 facilities on the LUST, and 40 facility listings on the UST database (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

The CERCLIS NFRAP database contains properties which have been removed from the EPA's CERCLIS databases. NFRAP sites may be facilities where following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal superfund action or NPL consideration.

Commercial Drapery Cleaners (6C-9a) (due to the close proximity of Alternatives A and B to Alternatives C and D near this and the following property, 6C-9 was chosen to identify these properties) and at 3580 South Polaris Avenue in Las Vegas, Nevada, and Rocky Mountain Bank Note Company (6C-9b) at 3815 South Highland in Las Vegas, Nevada, were listed on the NFRAP database. Both addresses are part of a redevelopment area, and the site addresses no longer exist. No information regarding the cases was provided. Based on the adjacent location, the regulatory status, and/or the type of expected releases, these facilities are considered potential environmental concerns to the site.

The RCRA Generator database identifies facilities that generate hazardous waste as defined by RCRA. Inclusion on these lists is for permitting purposes and is not in-



dicative of a release. Based only on the information provided, these sites are not considered an environmental concern.

Thirty three sites were listed on the ERNS database. The listings involved minor spills (less than 55 gallons); specific details may be found in Appendix A. Based on the distance to the site, the regulatory status, and/or the type of expected releases from these incidents to the site, these listings are not considered environmental concerns to the site.

The STATE database is provided by the Bureau of Corrective Actions and includes potential or confirmed hazardous substance release properties. Twenty-eight STATE sites were listed in the FirstSearch™ database. Action Machine and Parts (6A-3) at 5115 South Industrial Road in Las Vegas, Nevada, is adjacent to the site. According to FirstSearch™, the property was listed for an unknown release to groundwater. Closure was granted for the case in 1992. Based its immediate proximity to the site and STATE's database listing, this facility is considered a potential environmental concern to the site. Of the remaining STATE sites, three remain active. Based on these facilities non-adjacent locations, the regulatory status, and/or the type of expected releases, these facilities are not considered environmental concerns to the site.

The LUST information system is maintained by the Nevada Division of Environmental Protection. Eighteen LUST sites were listed in the FirstSearch™ database. Three of the LUST cases are adjacent to the site. The Chevron Station (6A-4) at 3201 West Tropicana Ave in Las Vegas, Nevada, was listed on the LUST database. The station experienced an unauthorized release of gasoline and the status is currently listed as "Quarterly Report." McCandless International Trucks (6A-5) at 4838 South Industrial Road in Las Vegas, Nevada, and ANR Freight System (6A-6) at 4471 South Industrial Road in Las Vegas, Nevada, are also listed on the LUST database. Both addresses are part of a redevelopment area, and the site addresses no longer exist. Both properties have received case closure from regulatory agen-

cies in 1993 and 1992, respectively. These facilities are considered environmental concerns to the site based on their LUST listing and immediate proximity to the site. Of the remaining LUST database listings, only one remains active. Based on the facilities non-adjacent location, the regulatory status, and/or the type of expected releases, this facility is not considered an environmental concern to the site.

The UST and AST databases are provided by the EPA Region 9. Inclusion on these lists is for permitting purposes and is not indicative of a release. Forty UST facilities were listed in the FirstSearch™ database; however, these facilities are only considered as an environmental concern to the site if they are listed on the LUST database. Except for the previously noted LUST sites, the remaining UST facilities are not listed on the LUST database and are not considered environmental concerns to the site based on the UST listings only.

**Aerial Photograph Review**

The following table summarizes Ninyo & Moore’s review of the available aerial photographs for Segment 6, Alternative A and B:

**Table 7 – Aerial Photographs, Segment 6, Alternatives A and B**

<b>Aerial Photograph Date</b>	<b>Jean to Las Vegas</b>
<b>1968</b>	Properties adjoining the site were mostly undeveloped with some agricultural and residential uses. Limited commercial development is observed in the northern portion of Las Vegas, Nevada
<b>1976</b>	Increases in commercial, residential, and agricultural properties were apparent, particularly in the metro Las Vegas area.
<b>1986</b>	Increases in commercial, residential, and agricultural properties were apparent, particularly in the metro Las Vegas area.
<b>1999</b>	The site and site vicinity appeared generally the same as it did during our site reconnaissance.

Review of the aerial photos did not reveal evidence of significant environmental concerns to the site.

### **Site Reconnaissance**

Adjoining properties along Segment 6, Alternative A, include the median of I-15, associated interchanges, undeveloped vacant land, and commercial development adjacent to the I-15. Adjoining properties along Segment 6, Alternative B, are primarily commercial and light industrial development. Active and inactive gasoline stations were noted in the site vicinity; however, most of these stations were over 200 feet away from the proposed alignment and are not considered environmental concerns to the site. Several properties of environmental concern to the site were noted during the site reconnaissance. Xplex Las Vegas (6A-1), a high-speed go-cart track, located at 15000 Las Vegas Boulevard, Las Vegas, Nevada, is a potential property of environmental concern due to the heavy surface staining that was observed throughout property. An unidentified AST was observed at 11978 Industrial Road, Las Vegas, Nevada (6A-2). An abandoned gas station was observed at 3715 Industrial Road, Las Vegas, Nevada (6A-7). A fenced area with a monitoring well and drums was observed just south of the Sahara Rancho Office Complex on South Rancho Drive, Las Vegas, Nevada (6A-8). As these properties are adjacent to Segment 6, Alternatives A and B, and the current status of each facility is unknown, these properties are considered potential environmental concerns for the site. Further information regarding these properties is presented in Table 3.

#### ***4.2.6.4. Segment 6, Alternatives C and D***

### **Environmental Database Review**

A review of federal and state database listing for Segment 6, Alternatives C and D, identified two facilities on the CERCLIS NFRAP database, 22 facilities on the RCRA Generator database, 34 facilities on the ERNS database, 24 facilities on the STATE database, 14 facilities on the LUST, and 37 facility listings on the UST da-

tabase (Table 1). Properties identified in the review of the FirstSearch™ databases as being potential environmental concerns to the site are summarized in Table 2.

The CERCLIS NFRAP database contains properties which have been removed from the EPA's CERCLIS databases. NFRAP sites may be facilities where following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal superfund action or NPL consideration.

Commercial Drapery Cleaners (6C-9a) at 3580 South Polaris Avenue in Las Vegas, Nevada, and Rocky Mountain Bank Note Company (6C-9b) at 3815 South Highland in Las Vegas, Nevada, were listed on the NFRAP database. Both properties are part of a redevelopment area where the site addresses no longer exist. No information regarding the case was provided. Based on the distance, the regulatory status, and/or the type of expected releases, these facilities are considered potential environmental concerns to the site.

The RCRA Generator database identifies facilities that generate hazardous waste as defined by RCRA. Inclusion on these lists is for permitting purposes and is not indicative of a release. Based on the information provided, these facilities are not considered environmental concerns to the site.

Thirty-four sites were listed on the ERNS database. The listings involved minor spills (less than 55 gallons), and specific details may be found in Appendix A. Based on the distance, the regulatory status, and/or the type of expected releases from these incidents to the site, these listings are not considered environmental concerns to the site.

The STATE database is provided by the Bureau of Corrective Actions and includes potential or confirmed hazardous substance release properties. Twenty-four STATE sites were listed in the FirstSearch™ database. Ergon Asphalt Products (6C-2)

(also known as “Copper State Emulsions,” “Golden Bear Oil Specialties,” and “Whitco Arden Plant”) at 6400 West Richmar Avenue in Enterprise, Nevada, is adjacent to the site. According to FirstSearch™, the property has four STATE site listings for four separate incidents of unauthorized release of emulsifiers to soil. Case closures were issued for the four cases by the regulatory agency. Clark County Department of Aviation (6C-4) at 7227 Hauck Street in Las Vegas, Nevada, is adjacent to the site. The property was listed for an unknown release to soil. The status of the case is unknown. Tropicana Detention Basin (6C-5) at the intersection of Arville Street and Oquendo Street in Las Vegas, Nevada, is adjacent to the site. The property is listed for a heavy metals release to soil. A case closure was issued by the regulatory agency in 1999. United Rentals (6C-7) at 4410 South Valley View Boulevard in Las Vegas, Nevada, is adjacent to the site. The property is listed for a release of motor oil to soil. A case closure was issued by the regulatory agency in 2004. ACE Fire Systems (6C-136) at 2620 Western Avenue in Las Vegas, Nevada, is adjacent to the site. The property is listed for a release of solvents to groundwater. A case closure was issued by the regulatory agency in 2002. These facilities are considered potential environmental concerns to the site based on the STATE sites listing and their immediate proximity to the site. Of the remaining STATE sites, four remain active. Based on their non-adjacent location, the regulatory status, and/or the type of expected releases, these facilities are not considered environmental concerns to the site.

The LUST information system is maintained by the Nevada Division of Environmental Protection. Eighteen LUST sites were listed in the FirstSearch™ database. Six of the LUST cases are adjacent to the site: Mayflower Moving & Storage (6C-6) at 4725 South Valley View in Las Vegas, Nevada, J.W. Costello Beverage Company (6C-8) at 4370 South Valley View in Las Vegas, Nevada, Seven Up Bottling Company (6C-10) at 3816 Cinder Lane in Las Vegas, Nevada, Shetakis Wholesaler, Inc. (6C-11), at 3400 Western Avenue in Las Vegas, Nevada, Bat Rentals (6C-12) at 2771 South Industrial Road, Las Vegas, Nevada, and ACE Truck

Rental (6C-14) at 2135 Western Avenue in Las Vegas, Nevada. The properties have received case closure from the regulatory agencies in 1991, 1994, 1992, 1994, 1997, and 1995, respectively. These facilities are considered environmental concerns to the site based on their LUST listing and immediate proximity to the site. Based on their non-adjacent location, the regulatory status, and/or the type of expected releases, the remaining facilities listed on the LUST database are not considered an environmental concern to the site.

The UST and AST databases are provided by the EPA Region 9. Inclusion on these lists is for permitting purposes and is not indicative of a release. Thirty-seven UST facilities were listed in the FirstSearch™ database; however, these facilities are only considered environmental concerns to the site if they are listed on the LUST database. These facilities are not listed on the LUST database and are not considered environmental concerns to the site based on the UST listings only.

**Aerial Photograph Review**

The following table summarizes Ninyo & Moore’s review of the available aerial photographs for Segment 6, Alternatives C and D:

**Table 8 – Aerial Photographs, Segment 6, Alternatives C and D**

<b>Aerial Photograph Date</b>	<b>Jean to Las Vegas</b>
<b>1968</b>	Properties adjoining the site were mostly undeveloped with some agricultural and residential uses. Limited commercial development is present in north Las Vegas, Nevada.
<b>1976</b>	Increased in commercial, residential and agricultural properties were apparent, particularly in the metro Las Vegas area.
<b>1986</b>	Increased in commercial, residential and agricultural properties were apparent, particularly in the metro Las Vegas area.
<b>1999</b>	The site and site vicinity appeared generally the same as it did during our site reconnaissance.

A waste pond was observed at the Las Vegas Paving Corporation (6C-3) in several of the reviewed aerial photographs. Review of the aerial photos did not reveal additional evidence of significant environmental concerns to the site.

### **Site Reconnaissance**

Adjoining properties along Segment 6, Alternatives C and D, include the railroad R/W, associated interchanges, undeveloped vacant land, commercial development, and light industrial development adjacent to the railroad R/W. Two properties of environmental concern to the site were noted during the site reconnaissance. The properties located at 1921 Western Avenue, Las Vegas, Nevada (6C-15), and 1900 South Industrial Road, Las Vegas, Nevada (6C-16), were observed to have vent pipes, possible evidence of former or current USTs. Several of the previously discussed properties of environmental concern were noted during the site reconnaissance. Further information regarding these properties is presented in Table 3.

## **5. MITIGATION MEASURES**

### **5.1. Operational Impacts**

- **OI-1** – Rail base operational activities, such as vehicle maintenance, would have the potential for future releases of hazardous materials.

### **5.2. Operational Mitigation Measures**

- **OMM-1** – Desert Xpress facilities that use, store, or dispose of hazardous materials will, in accordance with state and local regulations, submit a Hazardous Materials Management Plan to the relevant local agency (fire department or health department) and be subject to inspections by that local agency to assure compliance with the plan and to evaluate possible hazardous materials releases. Facilities emitting toxic air emissions will submit inventories and plans to the appropriate air quality management district and be subject to permitting and monitoring regulations of the district. Desert Xpress facilities installing and operating chemical storage tanks will install and operate tanks under permit to the local agency regulating the operation of ASTs and USTs.



### 5.3. Construction Impacts

- **CI-1** – Demolition of structures built prior to 1980 may result in the exposure of the public and/or the environment to LBP and/or ACMs.
- **CI-2** – Construction activities may encounter previously unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes and may result in the exposure of the public and/or the environment to hazardous materials.
- **CI-3** – Construction activities, including demolition, may encounter or generate hazardous or solid wastes and debris and may result in the exposure of the public and/or the environment to hazardous materials.
- **CI-4** – Construction activities may result in exposure of the public and/or the environment to contaminated soil and/or contaminated groundwater at properties identified as properties of potential environmental concern (Table 4). Based on our understanding of the proposed construction, there is a low likelihood that construction will disturb groundwater.
- **CI-5** – Construction activities along existing and former rail lines may result in exposure of the public and/or the environment to soil contaminated with herbicides, petroleum hydrocarbons, and metals.
- **CI-6** – Construction activities along the I-15 median and R/W may result in exposure of the public and/or the environment to soil contaminated with aerially deposited lead.

### 5.4. Construction Mitigation Measures:

- **CMM-1** – Prior to construction activities, CirclePoint or the contractors should conduct an evaluation of all buildings to be demolished to determine the presence of ACMs and LBP. Remediation should be implemented in accordance with the recommendations of these evaluations.
- **CMM-2** – CirclePoint or its contractors will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This contingency plan will address UST decommissioning, field screening and materials testing methods, mitigation and contaminant management requirements, and health and safety requirements.
- **CMM-3** – Construction contractors will dispose of all hazardous or solid wastes and debris encountered or generated during construction and demolition activities in accordance with all federal, state, and local laws and regulations.



- **CMM-4** – CirclePoint or its contractor will prepare a soil monitoring plan prior to construction and will implement it during all phases of construction. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors (PIDs) or flame ionization detectors. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported with appropriate hazardous or non-hazardous waste manifests by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. The contaminated soil contingency plan will be developed and in place during all construction activities. In the unlikely event that these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/NPDES process, the groundwater will be profiled, manifested, hauled, and disposed of in the same manner.

Alternatively, preparation of a Phase II Environmental Site Assessment (ESA) will be prepared. In general, the Phase II ESA includes the following:

- A work plan that includes the numbers and locations of proposed soil borings/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. Where appropriate, the work plan is approved by a regulatory agency such as the Orange County Health Care Agency, Santa Ana Fire Department, or the RWQCB.
- A site-specific Health and Safety Plan (HSP) signed by a Certified Industrial Hygienist.
- Necessary permits for encroachment, boring completion, and well installation.
- A traffic safety plan.
- Sampling program (fieldwork) in accordance with the work plan and HSP. Fieldwork is completed under the supervision of a State of California registered geologist.
- Hazardous materials testing through a state-certified laboratory.
- Documentation including a description of field procedures, boring logs/well construction diagrams, tabulations of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendation regarding the environmental condition of the site and the need for further assessment. Recommendations may include additional assessment or handling of the

contaminants found though the contaminated soil contingency plan. If the contaminated soil contingency plan is inadequate for the contamination found, a remedial action plan will be developed. Contaminated groundwater will generally be handled though the NPDES/dewatering process.

- Disposal process including transport by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the identified type of waste.

CirclePoint or its contractors will obtain a NPDES permit. In areas of suspected contaminated groundwater, special conditions will apply with regard to acquisition of the NPDES permit, including testing and monitoring, as well as discharge limitations under the NPDES permits.

- **CMM-5** – Soil along and immediately adjacent to existing and former rail lines which will be disturbed during construction should be assessed for the presence of herbicides, petroleum hydrocarbons, and metals. This assessment should be completed as described under CMM-4 (Phase II ESA).
- **CMM-6** – Unpaved soil along the I-15 and National Trails Highway within the project boundaries should be investigated for the presence of aerially deposited lead. This assessment should be completed as described under CMM-4 (Phase II ESA).

Additionally, we recommend that available agency files for moderate and high risk properties be reviewed. If the file review indicates a low likelihood of contaminants being present beneath or adjacent to the proposed rail line, additional assessment/mitigation may not be recommended and the property could be reclassified as low risk.

## 6. SELECTED REFERENCES

- Environmental FirstSearch™ Report, 2006, Segment 1 Opt A, Victorville, California, dated July 5.
- Environmental FirstSearch™ Report, 2006, Segment 1, Opt B, Victorville, California, dated July 5.
- Environmental FirstSearch™ Report, 2006, Segment 2, Opt B, Barstow, California, dated August 16.
- Environmental FirstSearch™ Report, 2006, Segment 3, Baker, California, dated July 5.
- Environmental FirstSearch™ Report, 2006, Segment 4, Opt A, Nipton, California, dated July 5.
- Environmental FirstSearch™ Report, 2006, Segment 4, Opt B, Nipton, California, dated July 5.
- Environmental FirstSearch™ Report, 2006, Segment 5, Jean, Nevada, dated July 6.
- Environmental FirstSearch™ Report, 2006, Segment 6, Opt A, Las Vegas, Nevada, dated July 6.
- Environmental FirstSearch™ Report, 2006, Segment 6, Opt B, Las Vegas, Nevada, dated July 6.
- Environmental FirstSearch™ Report, 2006, Segment 6, Opt C, Las Vegas, Nevada, dated August 16.

**TABLE 1 – ENVIRONMENTAL DATABASE SUMMARY**

Database(s)	Description	Number of Facilities Listed									
		Segment 1		Segment 2	Segment 3	Segment 4	Segment 5	Segment 6			
		Alternative A	Alternative B	Alternatives A and B	Alternatives A and B	Alternatives A and B	Alternatives A and B	Alternatives A and B	Alternatives C and D		
<b>Federal Databases</b>											
NPL	The NPL is the EPA's database of uncontrolled or abandoned hazardous waste facilities that have been listed for priority remedial actions under the Superfund Program. Updated quarterly.	0	0	0	0	0	0	0	0		
CERCLIS/NFRAP	The CERCLIS database is a compilation of facilities which the EPA has investigated or is currently investigating for a release or threatened release of hazardous substances pursuant to the CERCLA of 1980. NFRAP refers to facilities that have been removed and archived from its inventory of CERCLA sites.	1	0	0	0	0	0	2	2		
RCRA/CORRACTS/TSD	The EPA maintains a database of RCRA facilities associated with TSD of hazardous materials that are undergoing "corrective action." A "Corrective action" order is issued when there has been a release of hazardous waste or constituents into the environment from a RCRA facility.	0	0	0	0	0	0	0	0		
RCRA Non-CORRACTS/TSD	The RCRA Non-CORRACTS/TSD Database is a compilation by the EPA of facilities that report storage, transportation, treatment, or disposal of hazardous waste. Unlike the RCRA CORRACTS/TSD database, the RCRA Non-CORRACTS/TSD database does not include RCRA facilities where corrective action is required.	0	0	0	0	0	0	0	0		
RCRA Generators	The RCRA Generators database, maintained by the EPA, lists facilities that generate hazardous waste as part of their normal business practices. Generators are listed as large, small, or conditionally exempt. LQGs produce at least 1,000 kg/month of non-acutely hazardous waste or 1 kg/month of acutely hazardous waste. SQGs produce 100 to 1,000 kg/month of non-acutely hazardous waste. CESQGs are those that generate less than 100 kg/month of non-acutely hazardous waste.	1	0	0	1	0	0	21	22		
ERNS	ERNS records and stores information on reported releases of oil and hazardous substances.	0	3	0	1	0	2	33	34		
<b>State Databases</b>											
Cal Sites	The Cal Sites database is maintained by the Cal-EPA, DTSC. This database contains information on AWP, and both known and potentially contaminated properties. Two-thirds of these properties have been classified, based on available information, as needing NFA by the DTSC. The remaining properties are in various stages of review and remediation to determine if a problem exists.	1	0	0	0	0	0	0	0		
STATE	The Nevada Sites database is maintained by the Nevada Bureau of Corrective Action. This database contains information on both known and potentially contaminated properties.	0	0	0	0	0	0	28	24		
Spills - 1990	The California RWQCBs maintain report of sites that have records of spills, leaks, investigation, and cleanups.	0	0	0	0	0	0	0	0		
SWLF	The SWLF database consists of open and closed solid waste disposal facilities and transfer stations. The data comes from the Integrated Waste Management Board's SWIS database.	1	0	0	3	2	0	0	0		
LUST	Databases of the LUST information system are maintained by the SWRCB and RWQCB.	2	0	1	2	0	0	18	14		
UST	The UST Information System is maintained by the SWRCB, which may include the owner and location of the USTs. This database may also include registered ASTs.	12	0	6	4	0	5	40	37		
<p><b>Notes:</b></p> <table border="0"> <tr> <td style="vertical-align: top;"> <p>AST – Aboveground Storage Tank AWP – Annual Workplan Properties CERCLA – Comprehensive Environmental Response, Compensation and Liability Act CESQG – Conditionally Exempt Small Quantity Generators CORRACTS - Corrective Action Sites DTSC – Department of Toxic Substances Control ERNS – Emergency Response Notification System kg – Kilogram LQG – Large Quantity Generator LUST – Leaking Underground Storage Tanks NFA – No Further Action</p> </td> <td style="vertical-align: top;"> <p>NFRAP – No Further Remedial Action Planned NPL – National Priorities List RCRA – Resource Conservation and Recovery Act RWQCB – Regional Water Quality Control Board SQG – Small Quantity Generator SWIS – Solid Waste Information System SWLF – Solid Waste Landfill SWRCB – State Water Resources Control Board TSD – Treatment, Storage, and Disposal Facilities UST – Underground Storage Tank</p> </td> </tr> </table>										<p>AST – Aboveground Storage Tank AWP – Annual Workplan Properties CERCLA – Comprehensive Environmental Response, Compensation and Liability Act CESQG – Conditionally Exempt Small Quantity Generators CORRACTS - Corrective Action Sites DTSC – Department of Toxic Substances Control ERNS – Emergency Response Notification System kg – Kilogram LQG – Large Quantity Generator LUST – Leaking Underground Storage Tanks NFA – No Further Action</p>	<p>NFRAP – No Further Remedial Action Planned NPL – National Priorities List RCRA – Resource Conservation and Recovery Act RWQCB – Regional Water Quality Control Board SQG – Small Quantity Generator SWIS – Solid Waste Information System SWLF – Solid Waste Landfill SWRCB – State Water Resources Control Board TSD – Treatment, Storage, and Disposal Facilities UST – Underground Storage Tank</p>
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**TABLE 2 – SUMMARY OF PROPERTIES OF CONCERN  
FROM THE FIRSTSEARCH™ DATABASE REPORTS**

Ninyo & Moore Property ID	Business Name and Address	Case Summary
<b>Segment 1, Alternatives A and B – Victorville, California, to Barstow, California</b>		
1A-1	Goodspeed Auto (former Oro Grande Petroleum Company), 18980 National Trails Highway, Oro Grande, California	LUST – this adjacent facility is reported to have impacted soil only, closure in 1999.
1A-2	Currently unoccupied (former Mohawk Mini-Mart and Pars Oil)	Abandoned Gasoline Station: listed on UST database, no indication of UST removal or abandonment.
1A-3	Riverside Cement Company 19409 National Trails Highway Oro Grande, California 92368	CERCLIS – the adjacent facility is reported to have groundwater beneath the site that is contaminated with chromium and volatile organic compounds from site activities. A remedial investigation was completed in 1999 under the direction of the RWQCB, prompting a feasibility study of remedial alternatives. Further federal monitoring of site cleanup activities is warranted. STATE SITE - a protracted list from 1973 to 1989 briefly describes inspections from RWQCB. EPA be-came the lead agency in 1989. NFA status granted from DTSC in April 1995; EPA led again in August 1995.
<b>Segment 2, Alternatives A and B - Barstow, California, to Yermo, California</b>		
2A-3	Fort Irwin RD Disposal Fort Irvine Road Barstow, California 92311	NPL – No exact address was available for this facility. Landfill is located on federal land and exact location is not known. Currently, no further action is planned for this site.
2B-2	Calico Truck Stop 37587 Calico Boulevard Yermo, California 92398	LUST – release of diesel fuel, preliminary site assessment ongoing.
<b>Segment 3, Alternatives A and B - Yermo, California, to Mountain Pass, California</b>		
3A-2	MolyCorp Mine & Landfill 67750 Bailey Road Nipton, California 92366	SWL – landfill closed in 1987. Status of mining operations unknown.
<b>Segment 6, Alternatives A, B, C and D - Jean, Nevada, to Las Vegas, Nevada</b>		
6A-3	Action Machine and Parts 5115 South Industrial Road Las Vegas, Nevada 89118	Nevada Sites – Unknown release to groundwater, status of case unknown, small quantity generator of hazardous waste.
6A-4	Chevron Station 9 2836 3201 Tropicana Ave Las Vegas, Nevada 89103	LUST – Unknown release to soil, status of case unknown. UST - no indication of UST removal or abandonment.
6A-5	McCandless Interntl. Trucks 4838 South Industrial Road Las Vegas, Nevada 89118	LUST – nature and status of case unknown. UST - no indication of UST removal or abandonment.
6A-6	ANR Freight System 4471 South Industrial Road Las Vegas, Nevada 89103	LUST – case issued closure in 1997. UST - UST no longer active, no indication of UST removal or abandonment.

**TABLE 2 – SUMMARY OF PROPERTIES OF CONCERN  
FROM THE FIRSTSEARCH™ DATABASE REPORTS**

Ninyo & Moore Property ID	Business Name and Address	Case Summary
6A-7	Service Station 3715 South Industrial Road Las Vegas, Nevada 89109	UST – no indication of UST removal or abandonment. Observed abandon station during site reconnaissance, address no longer exists.
6C-1	ChemStar - Sloan Facility Sloan Quarry L L C Aggregate Industries-W C R INC Sloan Road Las Vegas, Nevada 89156	UST – no indication of ust removal or abandonment. On going mining operation located adjacent to the site.
6C-2	Ergon Asphalt Products 6400 W Richmar Avenue Enterprise, Nevada	Nevada Site – Several "soil only" releases of emulsifiers, case closures issued for all cases.
6C-3	Las Vegas Paving Corporation 9325 S Jones Boulevard Enterprise, Nevada 89139	UST database, no indication of UST removal or abandonment. Large pond visible in aerial photo.
6C-4	Clark County Dept. of Aviation 7227 Hauck Street Las Vegas, Nevada 89118	Nevada State – release to soil, status of case undetermined
6C-5	Tropicana Detention Basin Arville and Oquendo Streets Las Vegas, Nevada	Nevada Sites – release of heavy metals to soil, case closed in 1999.
6C-6	Mayflower Moving & Storage 4725 South Valley View Las Vegas, Nevada	LUST – release unknown, case closed in 1991. UST - UST no longer in use, no indication of UST removal or abandonment.
6C-7	United Rentals 4410 South Valley View Las Vegas, Nevada 89109	Nevada Sites – release of automotive oil to soil, case closure granted in 2004.
6C-8	J.W. Costello Beverage Co. 4370 South Valley View Las Vegas, Nevada 89103	LUST – release unknown, case closure granted in 1994, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.
6C-9a	Commercial Drapery Cleaners 3580 South Polaris Ave Las Vegas, Nevada	NPL – release of solvents, date of closure unknown.
6C-9b	Rocky Mountain Bank Note Company 3815 S. Highland Las Vegas, Nevada	NPL – unidentified release, date of closure unknown.
6C-10	Seven Up Bottling Company 3816 Cinder Lane Las Vegas, Nevada 89103	LUST – nature and status of case unknown. Suspected location of site; address no longer exists.
6C-11	Shetakis Wholesaler Inc 3400 Western Ave Las Vegas, Nevada 89109	LUST – release unknown, case closure granted in 1994. UST - USTs no longer in use, no indication of UST removal or abandonment.
6C-12	Bat Rentals 2771 South Industrial Road Las Vegas, Nevada 89109	LUST – unknown release to soil and groundwater, case closure granted in 1997. UST - USTs no longer in use, no indication of UST removal or abandonment.

**TABLE 2 – SUMMARY OF PROPERTIES OF CONCERN  
 FROM THE FIRSTSEARCH™ DATABASE REPORTS**

Ninyo & Moore Property ID	Business Name and Address	Case Summary
6C-13	ACE Fire Systems 2620 Western Ave Las Vegas, Nevada 89109	Nevada Sites – release of solvents to groundwater, case closure granted in 2002. UST - no indication of UST removal or abandonment.
6C-14	ACE Truck Rental 2135 Western Ave Las Vegas, Nevada 89102	LUST – unknown release to soil, case closure granted in 1995. UST - USTs no longer in use, no indication of UST removal or abandonment.
<p><b>Notes:</b>                      LUST – Leaking Underground Storage Tank                      CERCLIS – Comprehensive Environmental Response Compensation and Liability Information System                      RWQCB – Regional Water Quality Control Board                      EPA – Environmental Protection Agency                      NFA – No Further Action                      DTSC – The California Department of Toxic Substances Control</p>		

**TABLE 3 – SITE RECONNAISSANCE SUMMARY**

Property I.D.	Address	Business Name	Site Use	Chemical Storage Areas	Dumped, Burned Material	Hydraulic Equipment (Lifts)	Bermed, Recessed, or Diked Areas	Chemical/Pesticide Mixing Areas	Sumps, Pits, Ponds, Lagoons, Clarifiers	Discharges/Disposal Areas	Groundwater Monitoring Wells or Other Wells	Remediation Equipment/Evidence or Remediation	Discolored or Polluted Water	Storage Tanks (Underground or Aboveground)	Drums	Stressed Vegetation	Discolored/Stained Soils	Degraded/Heavy Stained Pavement
<b>All Segments</b>																		
REG-1	Located adjacent to I-15	Kinder Morgan Pipeline	High Pressure Pipeline	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<b>Segment 1, Alternative A and B - Victorville, California, to Barstow, California</b>																		
1A-1	18980 National Trails Highway, Oro Grande, California	Goodspeed Auto	Auto repair	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
1A-2	19324 National Trails Highway, Oro Grande, California	Unoccupied (Former Mohawk Mini-Mart)	Unoccupied (former gasoline station)	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
1A-3	19409 National Trails Highway, Oro Grande, California	Riverside Cement Company	Cement plant, Quarry, Landfill	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
<b>Segment 2, Alternative A and B - Barstow, California, to Yermo, California</b>																		
2A-1	Community Blvd & Old Hwy 58 Barstow, California 92311	Unknown	Unknown	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N
2A-2	Ramirez Rd & Waterman Rd Barstow, California	Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N
2A-4	Fort Irvine Road & I-15 Barstow, California 92311	Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	N
2B-1	I-15 & Calico Road Yermo, California	Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
<b>Segment 3, Alternative A and B - Yermo, California, to Mountain Pass, California</b>																		
3A-1	Sunrise Canyon Road California	Yermo, Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
<b>Segment 4, Alternative A and B - Mountain Pass, California, to Primm, Nevada</b>																		
4A-1	Yates Well Rd Nipton, California	Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
<b>Segment 6, Alternative A and B - Jean, Nevada, to Las Vegas, Nevada</b>																		
6A-1	15000 Las Vegas Blvd. Las Vegas, Nevada 89124	Xplex Las Vegas	High Speed Go-Carts	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
6A-2	Daisy Mae Land Holdings LLC 11978 South Industrial Road Las Vegas, Nevada 94806	Unknown	Nursery	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
6A-7	3715 South Industrial Road Las Vegas, Nevada 89109	Abandon Gas Station	Gas Station	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
6A-8	2300 South Rancho Drive Las Vegas, Nevada	Sahara Rancho Office Complex	Businesses	N	N	N	N	N	N	N	Y	Y	N	N	Y	N	N	N
6C-1	Sloan Road Las Vegas, Nevada 89156	ChemStar - Sloan Facility Sloan Quarry LLC Aggregate Industries - WCR Inc.	Limestone Quarry	N	N	N	Y	N	N	Y	N	N	N	N	N	N	N	N
6C-2	6400 West Richmar Avenue Las Vegas, Nevada	Ergon Asphalt Products	Asphalt Company	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N
6C-3	9325 South Jones Blvd. Las Vegas, Nevada 89139	Las Vegas Paving Corporation	Paving Company	N	N	N	N	N	Y	Y	N	N	N	Y	N	N	N	N
6C-5	Arville and Oquendo Streets Las Vegas, Nevada	Tropicana Detention Basin	Detention Basin	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N
6C-15	1921 Western Ave Las Vegas, Nevada 89102	Unknown	Unknown	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
6C-16	1900 South Industrial Road Las Vegas, Nevada 89102	Unknown	Unknown	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N



**TABLE 4 – SUMMARY OF PROPERTIES OF ENVIRONMENTAL CONCERN**

<b>Ninyo &amp; Moore Property ID</b>	<b>Property Address</b>	<b>Site Operations - Reason for Risk Class</b>	<b>Risk Class</b>
1A-1	Godspeed Auto (former Oro Grande Petroleum Company) 18980 National Trails Highway Oro Grande, California	Auto Repair and Gasoline Station: Listed on LUST database, release to soil, case closed in 1999, status of USTs unknown.	M
1A-2	Mohawk Mini-Mart and Pars Oil (currently unoccupied) 19324 National Trails Highway Oro Grande, California	Abandoned Gasoline Station: Listed on UST database, no indication of UST removal or abandonment.	M
1A-3	Riverside Cement Company 19409 National Trails Highway Oro Grande, California	Cement Plant, Mine, and Landfill: Operational since 1895, Listed on CERCLIS, Cal Sites, RCRA Gen, SWLF, LUST, and UST databases. Groundwater reportedly contaminated with Chromium and VOCs, Remedial Investigations resulted in transfer of oversight to EPA	H
2A-1	Monitoring Wells Community Blvd & Old Hwy 58 Barstow, California 92311	Observed monitoring well during site reconnaissance. Nature of investigation Unknown	M
2A-2	Groundwater Monitoring Well Ramirez Rd & Waterman Rd Barstow, California	Gas Station: Abandon station, observed during site reconnaissance, status of USTs unknown	M
2A-3	Fort Irwin RD Disposal Fort Irvine Road Barstow, California 92311	Listed on NPL database, indicated that no further action planned for this site. Exact location of landfill is unknown	M
2A-4	Abandon Gas Station Fort Irvine Road Barstow, California 92311	Gas Station: Abandon station, observed during site reconnaissance, status of USTs unknown	M
2B-1	Abandon Gas Stations I-15 & Calico Road Yermo, California	Gas Station: Abandon station, observed during site reconnaissance, status of USTs unknown	M
2B-2	Calico Truck Stop 37587 Calico Boulevard Yermo, California 92398	Gas Station: Listed on LUST database, release of diesel fuel, preliminary site assessment ongoing.	H
3A-1	Abandon Gas Station Sunrise Canyon Road Yermo, California	Gas Station: Abandon station, observed during site reconnaissance, status of USTs unknown	M
3A-2	MolyCorp Mine & Landfill 67750 Bailey Road Nipton, California 92366	Listed on SWL database, landfill closed in 1987. Status of mining operations unknown.	M
4A-1	Possible Abandon Gas Station Yates Well Road Nipton, California	Gas Station: Abandon station, observed during site reconnaissance, status of USTs unknown	M
6A-1	Xplex Las Vegas 15000 Las Vegas Boulevard Las Vegas, Nevada 89124	High-Speed Go-Cart Track. Surface staining observed throughout property.	M
6A-2	Daisy Mae Land Holdings LLC 11978 Industrial Road Enterprise, Nevada 94806	Nursery: Observed AST during site visit	M
6A-3	Action Machine and Parts 5115 South Industrial Road Las Vegas, Nevada 89118	Listed on Nevada State Site database, unknown release to groundwater, status of case unknown, small quantity generator of hazardous waste.	M

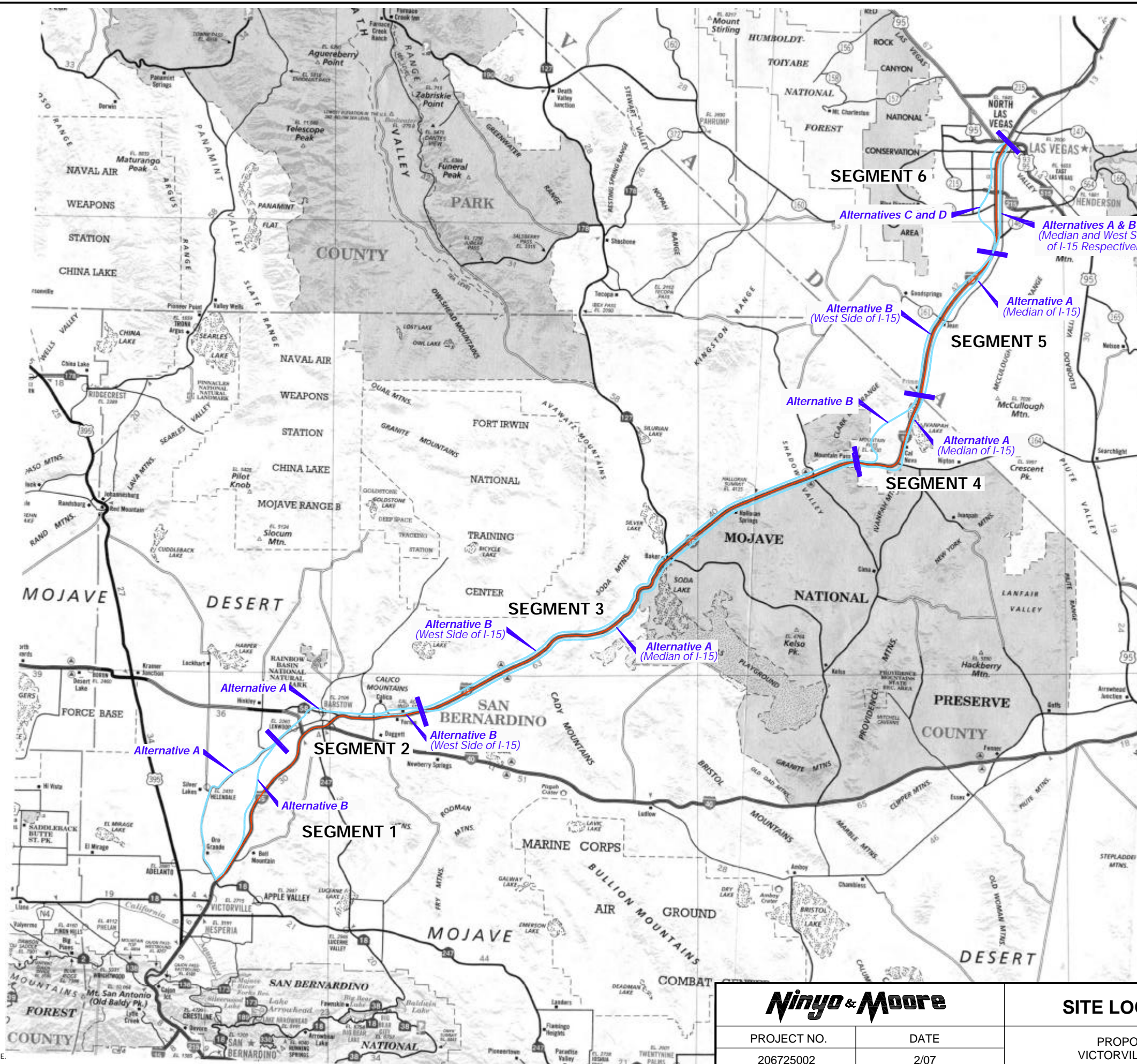
**TABLE 4 – SUMMARY OF PROPERTIES OF ENVIRONMENTAL CONCERN**

<b>Ninyo &amp; Moore Property ID</b>	<b>Property Address</b>	<b>Site Operations - Reason for Risk Class</b>	<b>Risk Class</b>
6A-4	Chevron Station 9 2836 3201 Tropicana Avenue Las Vegas, Nevada 89103	Service Station: Listed on LUST database for leaking UST, status of case unknown. Site listed on UST database, no indication of UST removal or abandonment.	M
6A-5	McCandless Interntl. Trucks 4800 South Industrial Road Las Vegas, Nevada 89118	Suspected location, actual address no longer exists. Site listed on LUST database, nature and status of case unknown. Site listed on UST database, no indication of UST removal or abandonment.	M
6A-6	ANR Freight System 4471 South Industrial Road Las Vegas, Nevada 89103	Listed on LUST database, case closed in 1997. Site listed on UST database, indicates UST no longer active, no indication of UST removal or abandonment.	M
6A-7	Service Station 3715 South Industrial Road Las Vegas, Nevada 89109	Observed abandon station during site reconnaissance, due to redevelopment in area, address no longer exists. Site listed on UST database, no indication of UST removal or abandonment.	M
6A-8	Sahara rancho Office Complex 2300 South Rancho Drive Las Vegas, Nevada	Observed during site reconnaissance; fenced in vacant area with drums and wells	M
6C-1	ChemStar - Sloan Facility Sloan Quarry L L C Aggregate Industries-W C R INC Sloan Road Las Vegas, Nevada 89156	Lime Quarry: Listed on UST database, no indication of ust removal or abandonment.	M
6C-2	Ergon Asphalt Products 6400 West Richmar Avenue Enterprise, Nevada	Asphalt Company: Listed on Nevada State Site database, several "soil only" releases of emulsifiers, cases are closed.	M
6C-3	Las Vegas Paving Corporation 9325 South Jones Boulevard Enterprise, Nevada 89139	Paving Company: Listed on UST database, no indication of UST removal or abandonment. Large pond visible in aerial photo.	M
6C-4	Clark County Dept. of Aviation 7227 Hauck Street Las Vegas, Nevada 89118	Commercial Property: Listed on the Nevada State database, release to soil, status of case undetermined	M
6C-5	Tropicana Detention Basin Arville and Oquendo Streets Las Vegas, Nevada	Listed on Nevada State Site database, release of heavy metals to soil, case closed in 1999.	M
6C-6	Mayflower Moving & Storage 4725 South Valley View Las Vegas, Nevada	Listed on LUST database, release unknown, case closed in 1991, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.	M
6C-7	United Rentals 4410 South Valley View Las Vegas, Nevada 89109	Listed on Nevada State Site database, release of automotive oil to soil, case closed in 2004.	M
6C-8	J.W. Costello Beverage Co. 4370 South Valley View Las Vegas, Nevada 89103	Listed on LUST database, release unknown, case closed in 1994, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.	M
6C-9a	Commercial Drapery Cleaners 3580 South Polaris Avenue Las Vegas, Nevada	Suspected location of site, address no longer exists. Listed on National Priority List archive site, solvent case, date of closure unknown.	M

**TABLE 4 – SUMMARY OF PROPERTIES OF ENVIRONMENTAL CONCERN**

<b>Ninyo &amp; Moore Property ID</b>	<b>Property Address</b>	<b>Site Operations - Reason for Risk Class</b>	<b>Risk Class</b>
6C-9b	Rocky Mountain Bank Note Company 3815 South Highland Las Vegas, Nevada	Suspected location of site, address no longer exists. Listed on National Priority List archive site, unidentified release, date of closure unknown.	M
6C-10	Seven Up Bottling Company 3816 Cinder Lane Las Vegas, Nevada 89103	Suspected location of site, address no longer exists. Listed on LUST database, nature and status of case unknown.	M
6C-11	Shetakis Wholesaler Inc 3400 Western Avenue Las Vegas, Nevada 89109	Listed on LUST database, release unknown, case closed in 1994, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.	M
6C-12	Bat Rentals 2771 South Industrial Road Las Vegas, Nevada 89109	Listed on LUST database, unknown release to soil and groundwater, case closed in 1997, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.	M
6C-13	ACE Fire Systems 2620 Western Avenue Las Vegas, Nevada 89109	Listed on Nevada State Site database, release of solvents to groundwater, case closed in 2002. Listed on UST database, no indication of UST removal or abandonment.	M
6C-14	ACE Truck Rental 2135 Western Avenue Las Vegas, Nevada 89102	Listed on LUST database, unknown release to soil, case closed in 1995, Listed on UST database, USTs no longer in use, no indication of UST removal or abandonment.	M
6C-15	1921 Western Avenue Las Vegas, Nevada 89102	Observed during site reconnaissance: potential UST, vent pipes observed in the field	M
6C-16	1900 South Industrial Road Las Vegas, Nevada 89102	Observed during site reconnaissance: potential UST, vent pipes observed in the field	M
<b>Notes:</b> LUST – Leaking Underground Storage Tank CERCLIS – Comprehensive Environmental Response, Compensation and Liability Information System VOCs – volatile organic compounds EPA – Environmental Protection Agency Risk Class H = high, M = moderate, L = low			





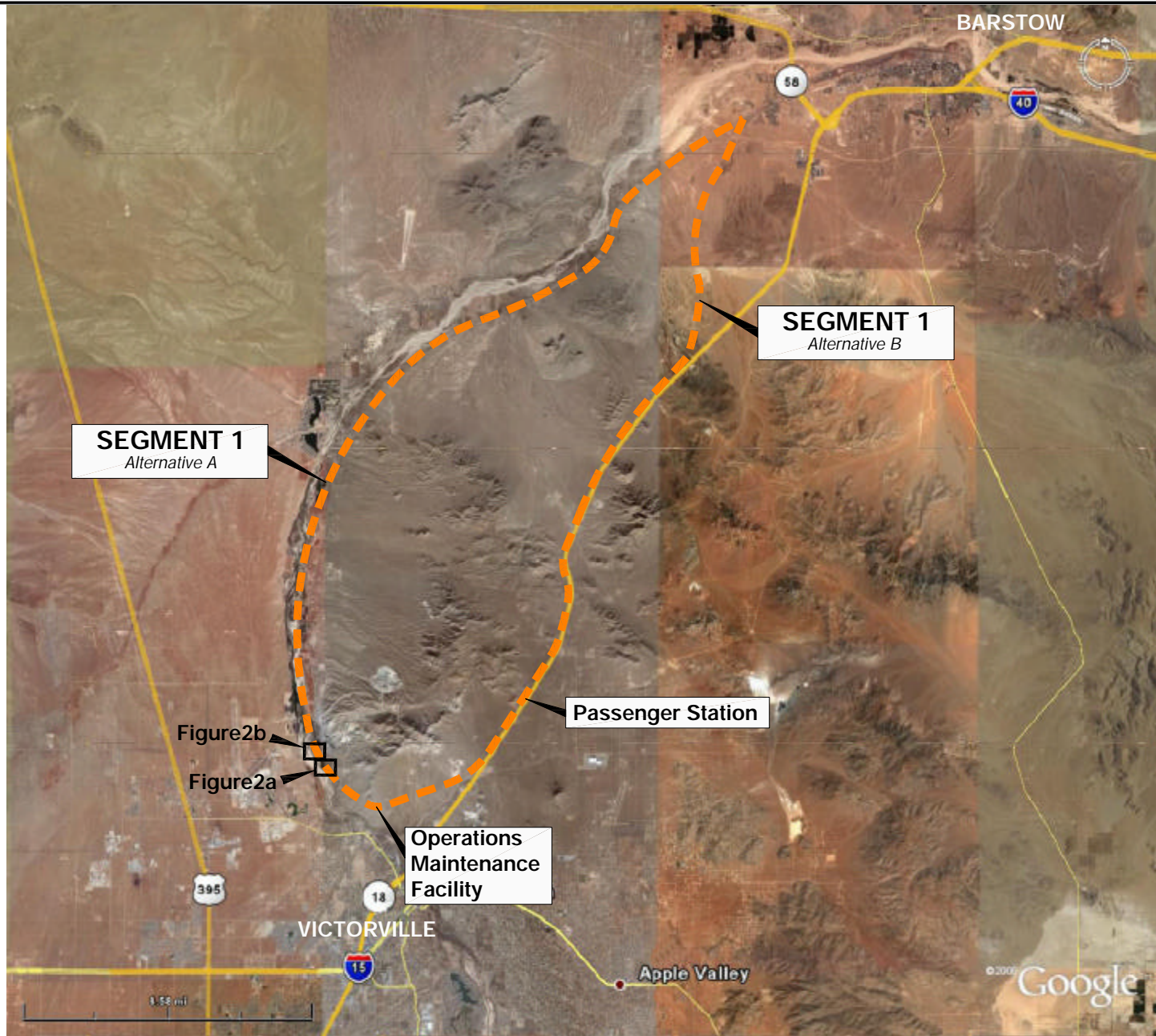
LEGEND	
	I-5 ALIGNMENT
	PROPOSED ALIGNMENTS


<b>Ninyo &amp; Moore</b>		<b>SITE LOCATION MAP</b>	FIGURE <b>1</b>
PROJECT NO. 206725002	DATE 2/07		

206725-B1.DWG

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





 PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 1 - SITE VICINITY MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**2**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.



PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
1A-1	GODSPEED AUTO (FORMER ORO GRANDE PETROLEUM COMPANY) 18980 NATIONAL TRAILS HIGHWAY, ORO GRANDE, CA	AUTO REPAIR AND GASOLINE STATION: LISTED ON LUST DATABASE, SOIL ONLY, CLOSURE IN 1999.	M

	PROPERTIES OF ENVIRONMENTAL CONCERN
	PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 1 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**2a**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 1**  
Alternative A

PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
1A-2	CURRENTLY UNOCCUPIED (FORMER MO-HAWK MINI-MART AND PARS OIL) 19324 NATIONAL TRAILS HIGHWAY ORO GRANDE, CA	ABANDONED GASOLINE STATION: LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
1A-3	RIVERSIDE CEMENT COMPANY 19409 NATIONAL TRAILS HIGHWAY ORO GRANDE, CA	CEMENT PLANT, MINE, AND LANDFILL: OPERATIONAL SINCE 1895, LISTED ON CERCLIS, CAL SITES, RCRA GEN, SWLF, LUST, AND UST DATABASES, GROUNDWATER REPORTEDLY CONTAMINATED WITH CHROMIUM AND VOC'S, REMEDIAL INVESTIGATIONS RESULTED IN TRANSFER OF OVERSITE TO EPA. LIMITED INFORMATION IS AVAILABLE AFTER EPA TOOK LEAD.	H

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



**SEGMENT 1 - DETAIL MAP**

FIGURE

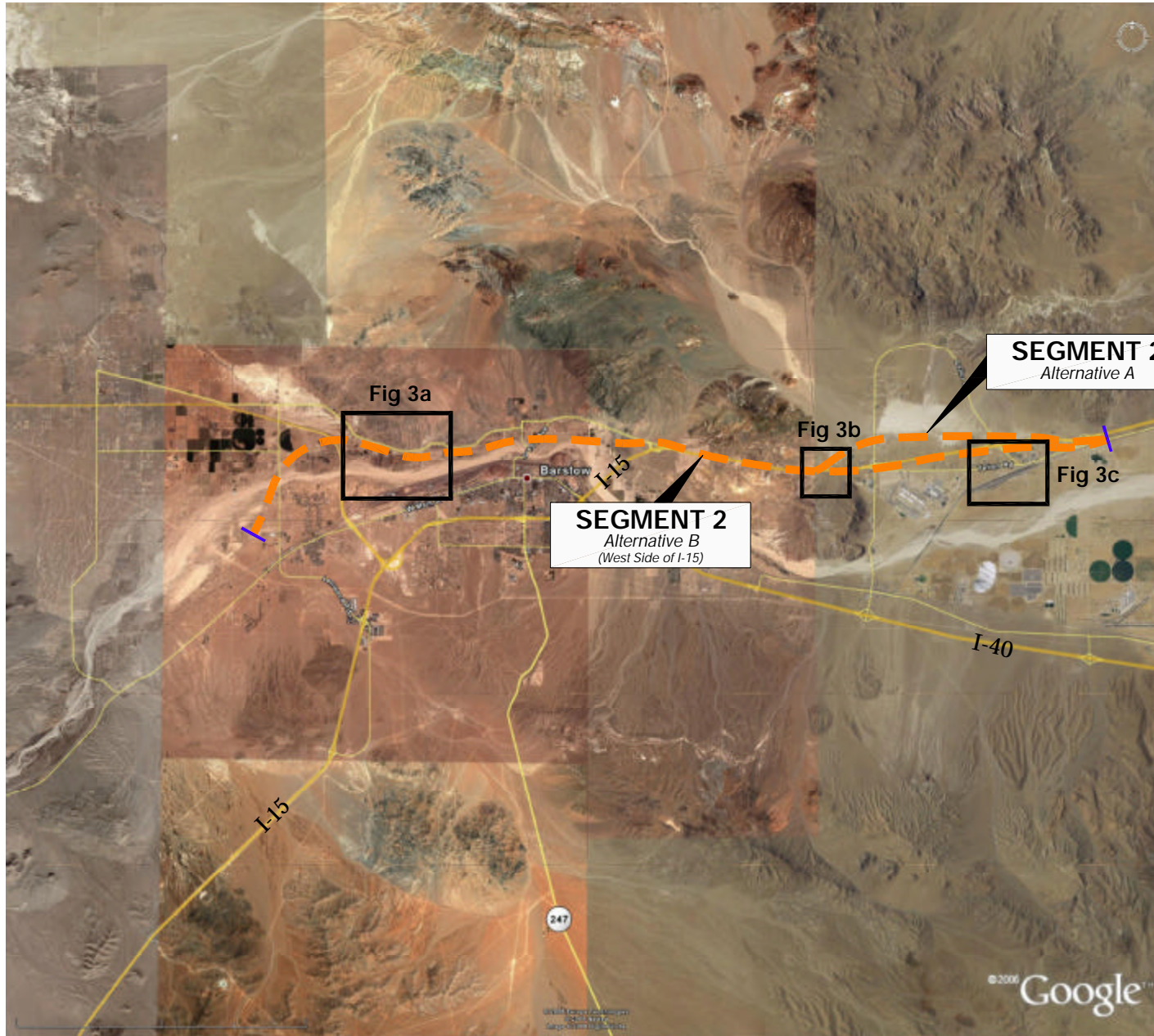
PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**2b**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





— — — — PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 2 - SITE VICINITY MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**3**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
2A-1	MONITORING WELLS COMMUNITY BLVD. AND OLD HWY 58 BARSTOW, CA 92311	OBSERVED MONITORING WELL DURING SITE RECONNAISSANCE. NATURE OF INVESTIGATION UNKNOWN.	M
2A-2	GROUNDWATER MONITORING WELL RAMIREZ ROAD & WATERMAN ROAD BARSTOW, CA	GAS STATION: ABANDONED STATION, OBSERVED DURING SITE RECONNAISSANCE, STATUS OF US'TS UNKNOWN.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



### SEGMENT 2 - DETAIL MAP

FIGURE

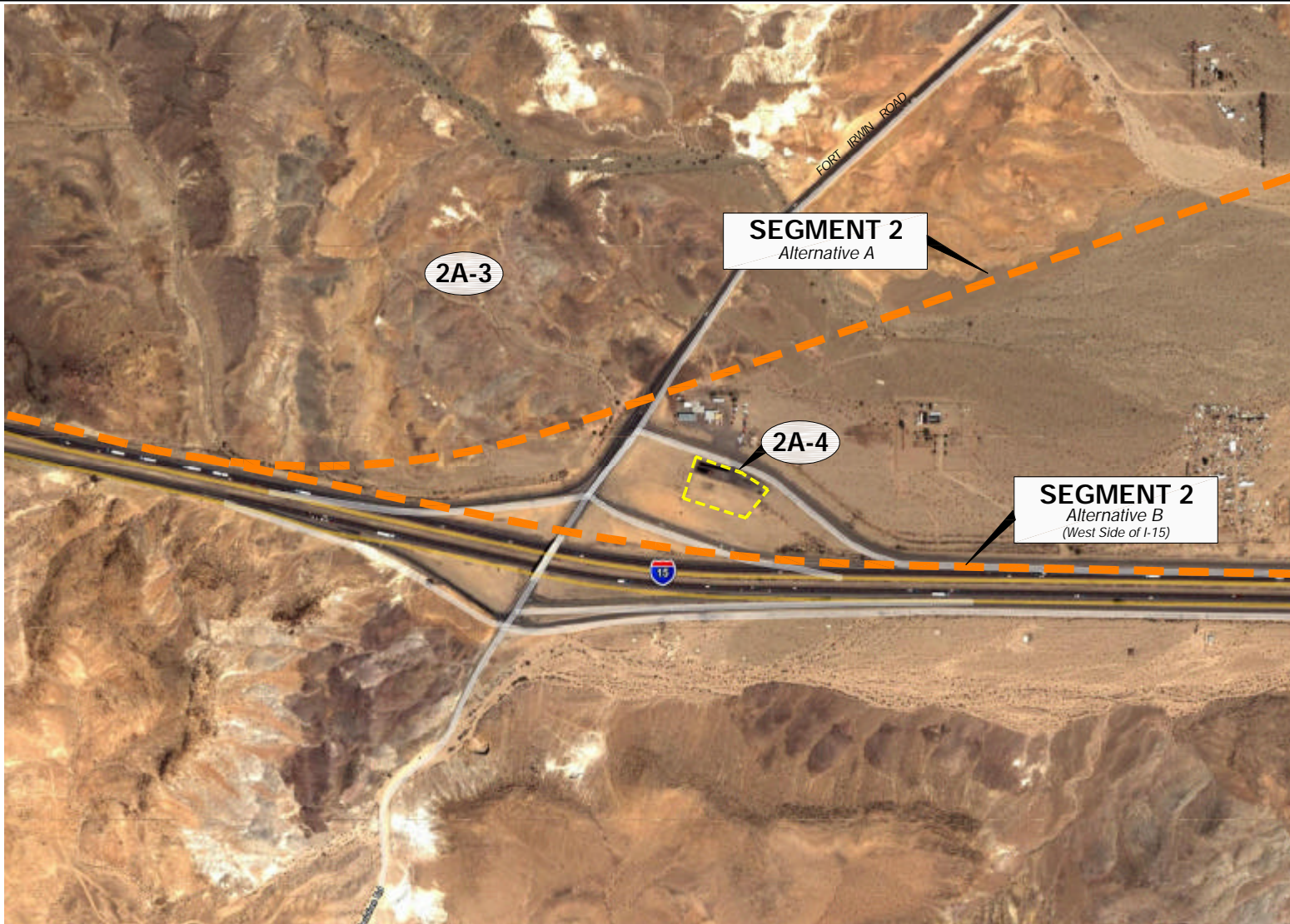
PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**3a**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
2A-3	FORT IRWIN RD DISPOSAL FORT IRWIN ROAD BARSTOW, CA 92311	LISTED ON NPL DATA BASE, INDICATED THAT NO FURTHER ACTION PLANNED FOR THIS SITE. EXACT LOCATION OF LANDFILL IS UNKNOWN.	M
2A-4	ABANDONED GAS STATION FORT IRWIN ROAD BARSTOW, CA 92311	GAS STATION: ABANDONED STATION, OBSERVED DURING SITE RECONNAISSANCE, STATUS OF UST'S UNKNOWN.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 2 - DETAIL MAP**

FIGURE

PROJECT NO.                      DATE

206725002                      2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**3b**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.









206725-A9.DWG

— — — — — PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 3 - SITE VICINITY MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**4**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
3A-1	ABANDONED GAS STATION SUNRISE CANYON ROAD YERMO, CA	GAS STATION: ABANDONED STATION, OBSERVED DURING SITE RECONNAISSANCE, STATUS OF USTs UNKNOWN.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR

<b><i>Ninyo &amp; Moore</i></b>		<b>SEGMENT 3 - DETAIL MAP</b>	PROPOSED RAIL LINE VICTORVILLE TO LAS VEGAS
PROJECT NO.	DATE		
206725002	2/07		

FIGURE  
**4a**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

206725-A10.DWG





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
3A-2	MOLYCORP MINE & LANDFILL 67750 BAILEY ROAD NIPTON, CA	LISTED ON SWL DATABASE, LANDFILL CLOSED IN 1987. STATUS OF MINE OPERATIONS UNKNOWN.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

PROJECT NO.	DATE
206725002	2/07

**SEGMENT 3 - DETAIL MAP**

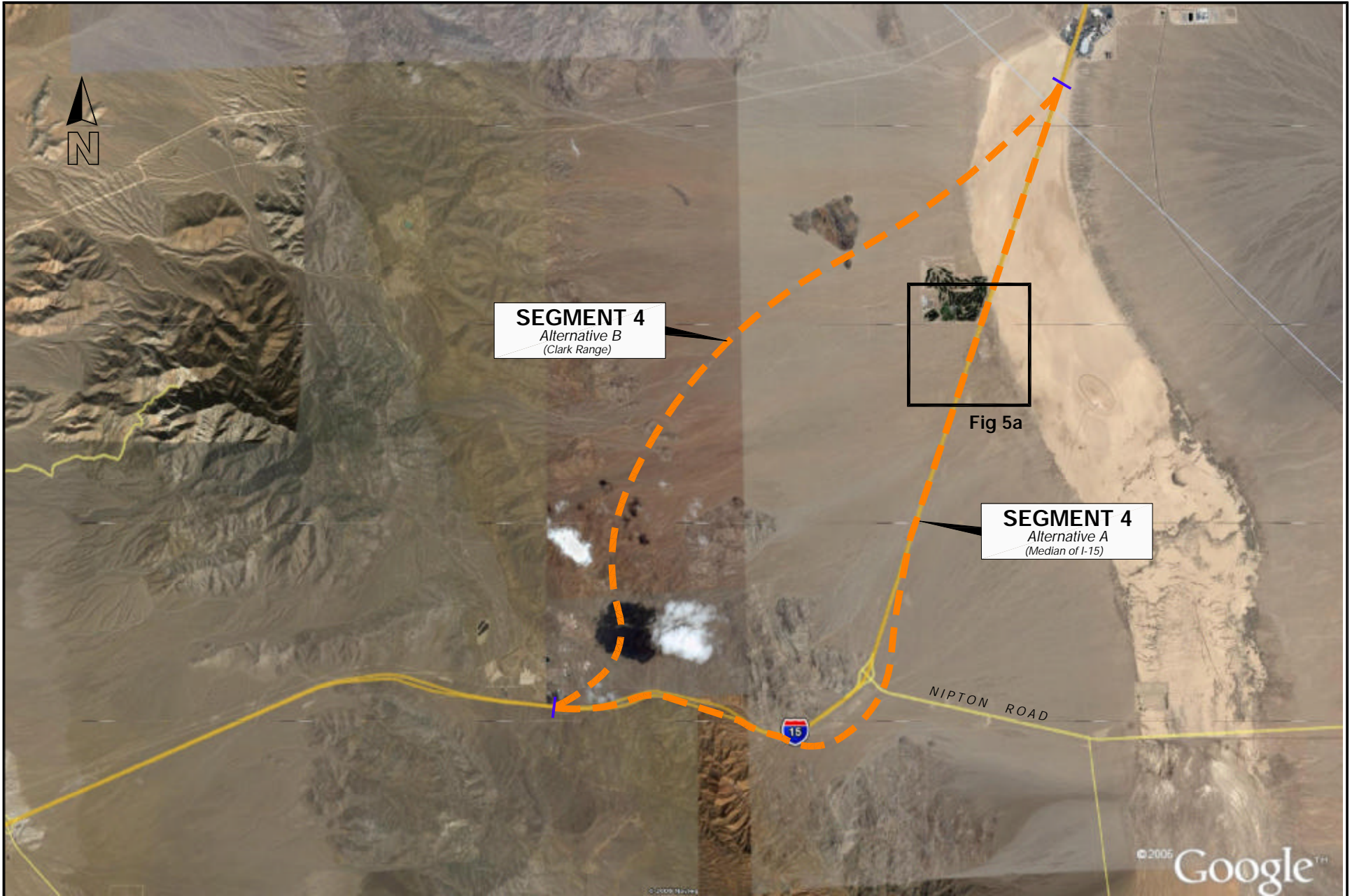
PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

FIGURE  
**4b**

206725-A11.DWG

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





206725-A12.DWG

 PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 4- SITE VICINITY MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**5**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
4A-1	POSSIBLE ABANDONED GAS STATION YATES WELL ROAD NIPTON, CA	GAS STATION: ABANDONED STATION, OBSERVED DURING SITE RECONNAISSANCE, STATUS OF USTs UNKNOWN.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 4 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**5a**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





— — — — — PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 5 - SITE VICINITY MAP**

FIGURE

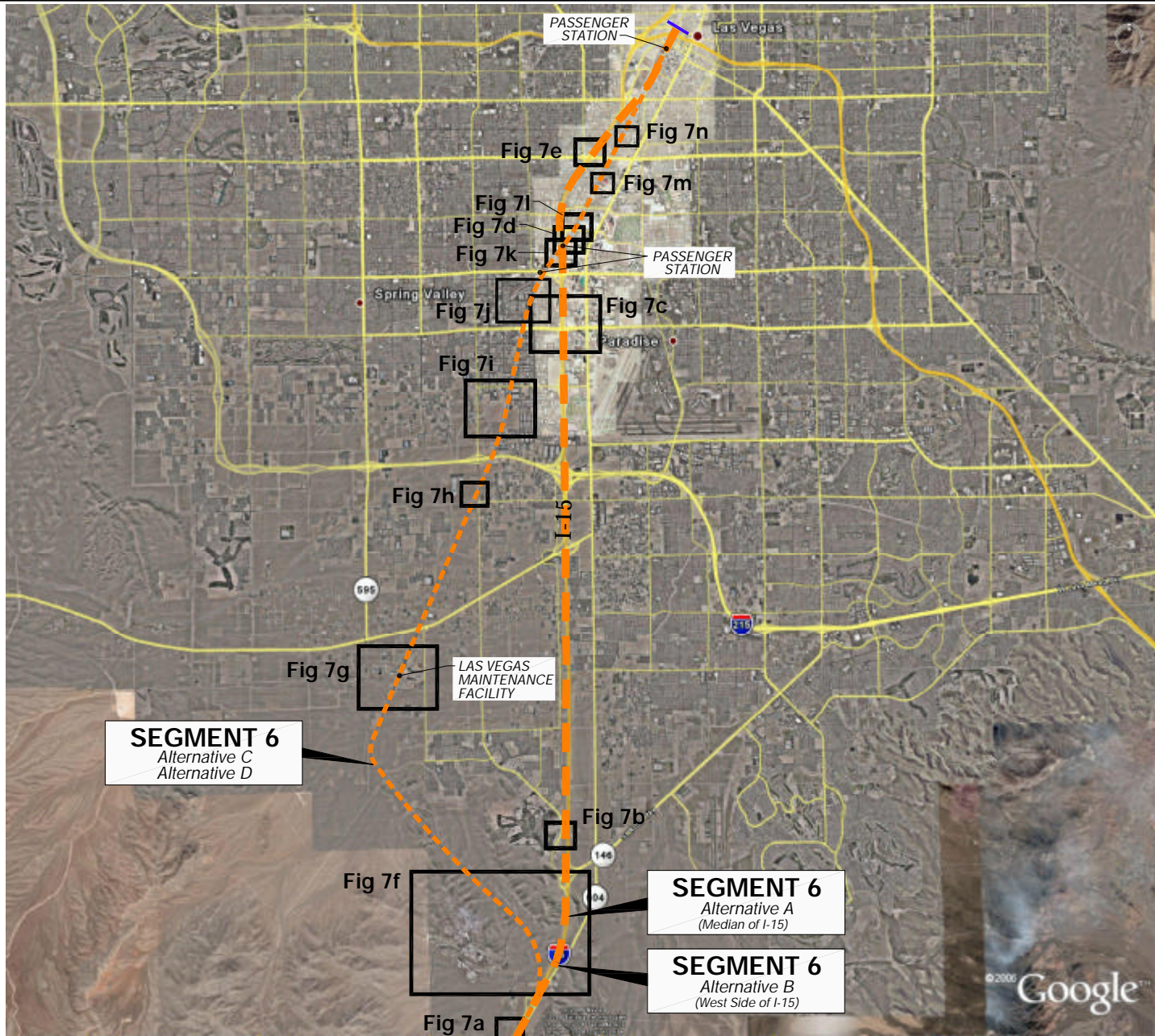
PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**6**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.






**SEGMENT 6**  
Alternative C  
Alternative D

**SEGMENT 6**  
Alternative A  
(Median of I-15)

**SEGMENT 6**  
Alternative B  
(West Side of I-15)

 PROPOSED RAIL CORRIDOR

**Ninyo & Moore**

**SEGMENT 6 - SITE VICINITY MAP**

FIGURE

PROJECT NO.

DATE

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7**

206725002

2/07

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
6A-1	XPLEX LAS VEGAS 15000 LAS VEGAS BOULEVARD LAS VEGAS, NV 89124	HIGH-SPEED GO-CART TRACK SURFACE STAINING OBSERVED THROUGHOUT PROPERTY.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7a**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

206725-A16.DWG





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
6A-2	DAISY MAE LAND HOLDINGS LLC 11978 INDUSTRIAL ROAD ENTERPRISE, NV 89103	NURSERY: OBSERVED AST DURING VISIT.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

# 7b

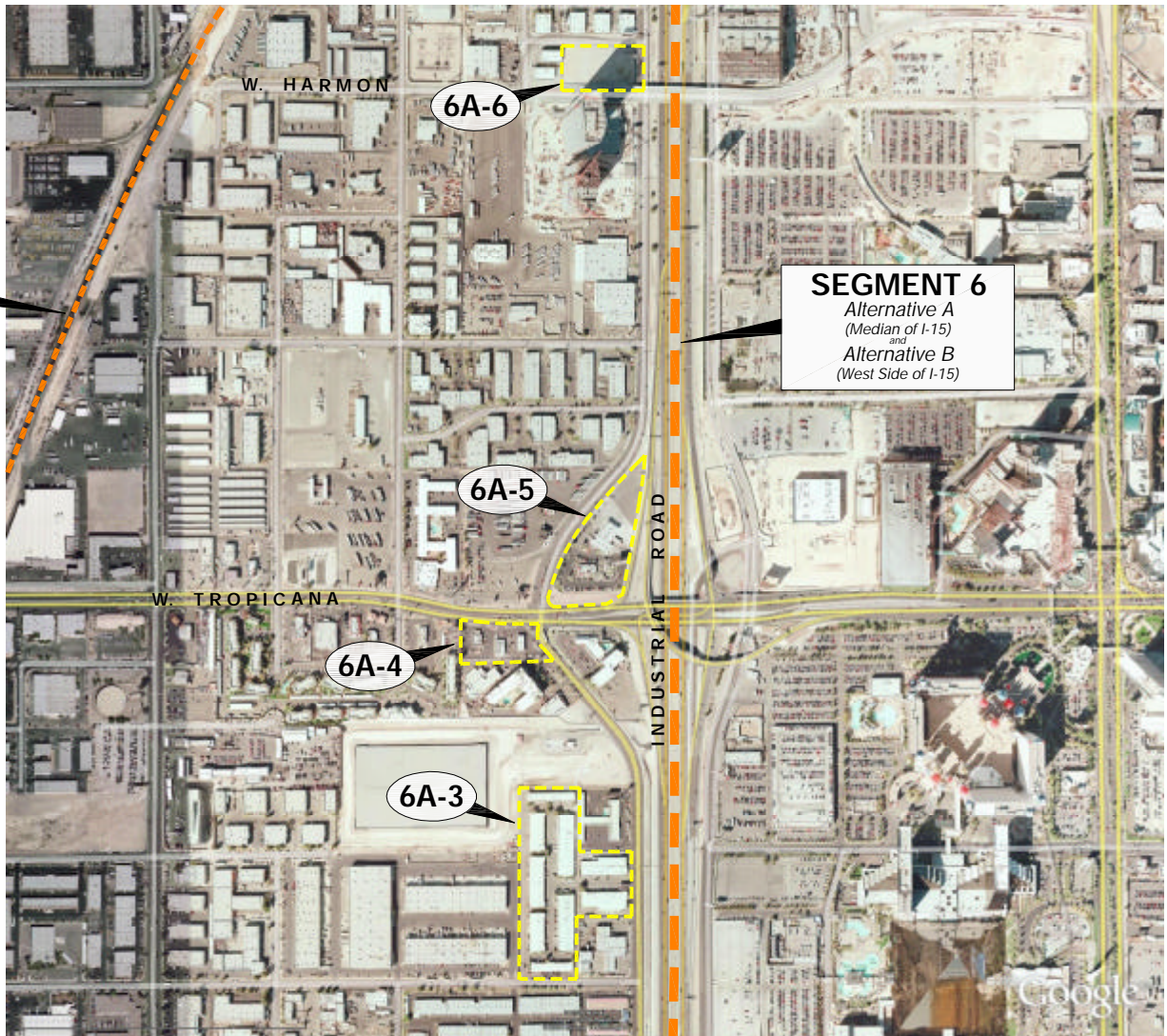
NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 6**  
Alternative C  
Alternative D

**SEGMENT 6**  
Alternative A  
(Median of I-15)  
and  
Alternative B  
(West Side of I-15)



PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
<b>6A-3</b>	ACTION MACHINE AND PARTS, 5115 DEAN MARTIN, LAS VEGAS, NV 89118	LISTED ON NEVADA STATE SITE DATABASE, UNKNOWN RELEASE TO GROUNDWATER, STATUS OF CASE UNKNOWN, SMALL QUANTITY GENERATOR OF HAZARDOUS WASTE.	M
<b>6A-4</b>	CHEVRON STATION 92836, 3201 TROPICANA AVENUE, LAS VEGAS, NV 89103	<b>SERVICE STATION:</b> LISTED ON LUST DATABASE FOR LEAKING UST, STATUS OF CASE UNKNOWN. SITE LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
<b>6A-5</b>	McCANDLESS INT'L TRUCKS, 4800 DEAN MARTIN, LAS VEGAS, NV 89103	SUSPECTED LOCATION, ACTUAL ADDRESS NO LONGER EXISTS. SITE LISTED ON LUST DATABASE, NATURE AND STATUS OF CASE UNKNOWN. SITE LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
<b>6A-6</b>	ANR FREIGHT SYSTEM, 4471 DEAN MARTIN, LAS VEGAS, NV 89103	SITE LISTED ON LUST DATABASE, CASE CLOSED IN 1997. SITE LISTED ON UST DATABASE INDICATES UST NO LONGER ACTIVE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

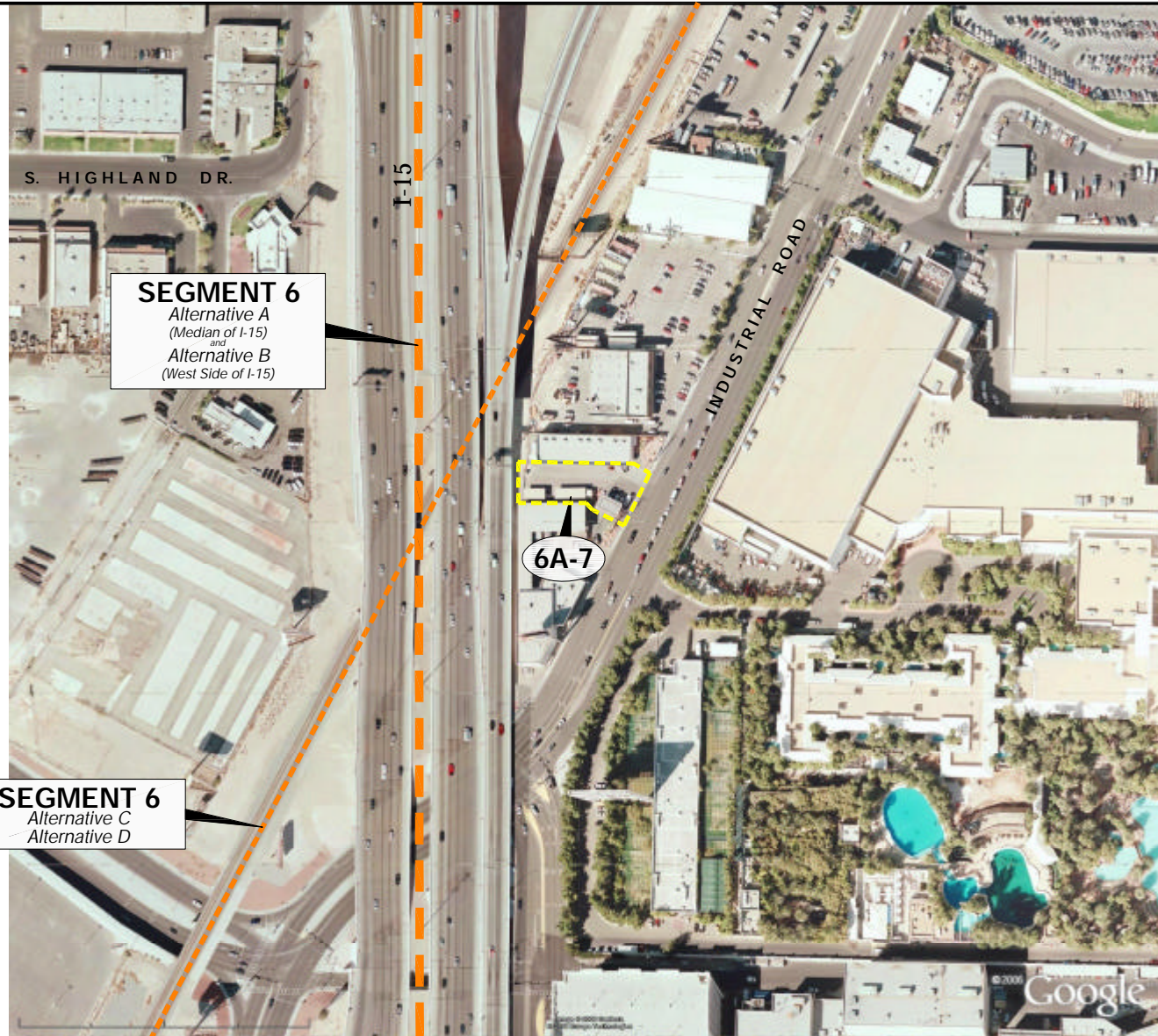
PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7c**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	RISK CLASS
6A-7	SERVICE STATION 3715 DEAN MARTIN LAS VEGAS, NV 89109	OBSERVED ABANDONED STATION DURING SITE RECONNAISSANCE, DUE TO REDEVELOPMENT IN THE AREA, ADDRESS NO LONGER EXISTS. SITE LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7d**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6A-8	SAHARA RANCH OFFICE COMPLEX 2300 S. RANCH DRIVE LAS VEGAS, NV	OBSERVED DURING SITE RECONNAISSANCE, FENCED IN VACANT AREA WITH DRUMS AND WELLS.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

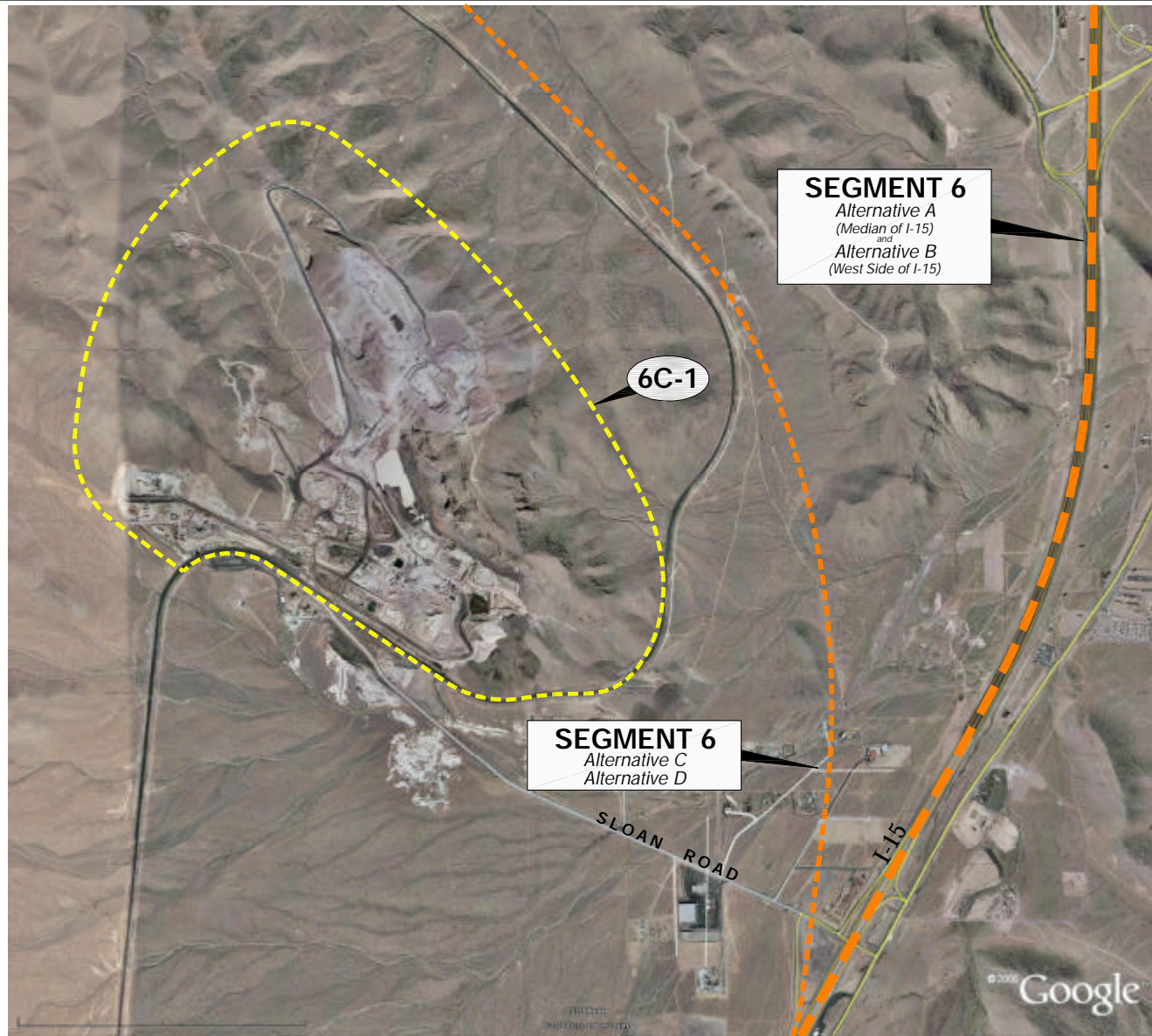
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7e**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-1	CHEMSTAR SLOAN FACILITY SLOAN QUARRY L.L.C. LAS VEGAS, NV 89156	LIME QUARRY: LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7f**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 6**  
Alternative C  
Alternative D

PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS RISK
6C-2	ERGON ASPHALT PRODUCTS 6400 W. RICHMAR AVENUE ENTERPRISE, NV	ASPHALT COMPANY: LISTED ON NEVADA STATE SITE DATABASE, SEVERAL "SOIL ONLY" RELEASES OF EMULSIFIERS, CASES ARE CLOSED.	M
6C-3	LAS VEGAS PAVING CORPORATION 9325 S. JONES BLVD. ENTERPRISE, NV 89139	PAVING COMPANY: LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT. LARGE POND VISIBLE ON ARIAL PHOTO.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - ALTERNATIVE CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7g**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-4	CLARK COUNTY DEPARTMENT OF AVIATION 7227 HAUCK STREET LAS VEGAS, NV 89118	COMMERCIAL PROPERTY: LISTED ON THE NEVADA STATE DATABASE, RELEASE TO SOIL, STATUS OF CASE UNDETERMINED.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- ALTERNATIVE CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7h**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-5	TROPICANA DETENTION BASIN ARVILLE AND OQUENDO STREETS LAS VEGAS, NV	LISTED ON THE NEVADA STATE DATABASE, RELEASE OF HEAVY METALS TO SOIL, CASE CLOSED IN 1999.	M

- PROPERTIES OF ENVIRONMENTAL CONCERN
- ALTERNATIVE CORRIDOR

**Ninyo & Moore**

**SEGMENT 6 - DETAIL MAP**

FIGURE

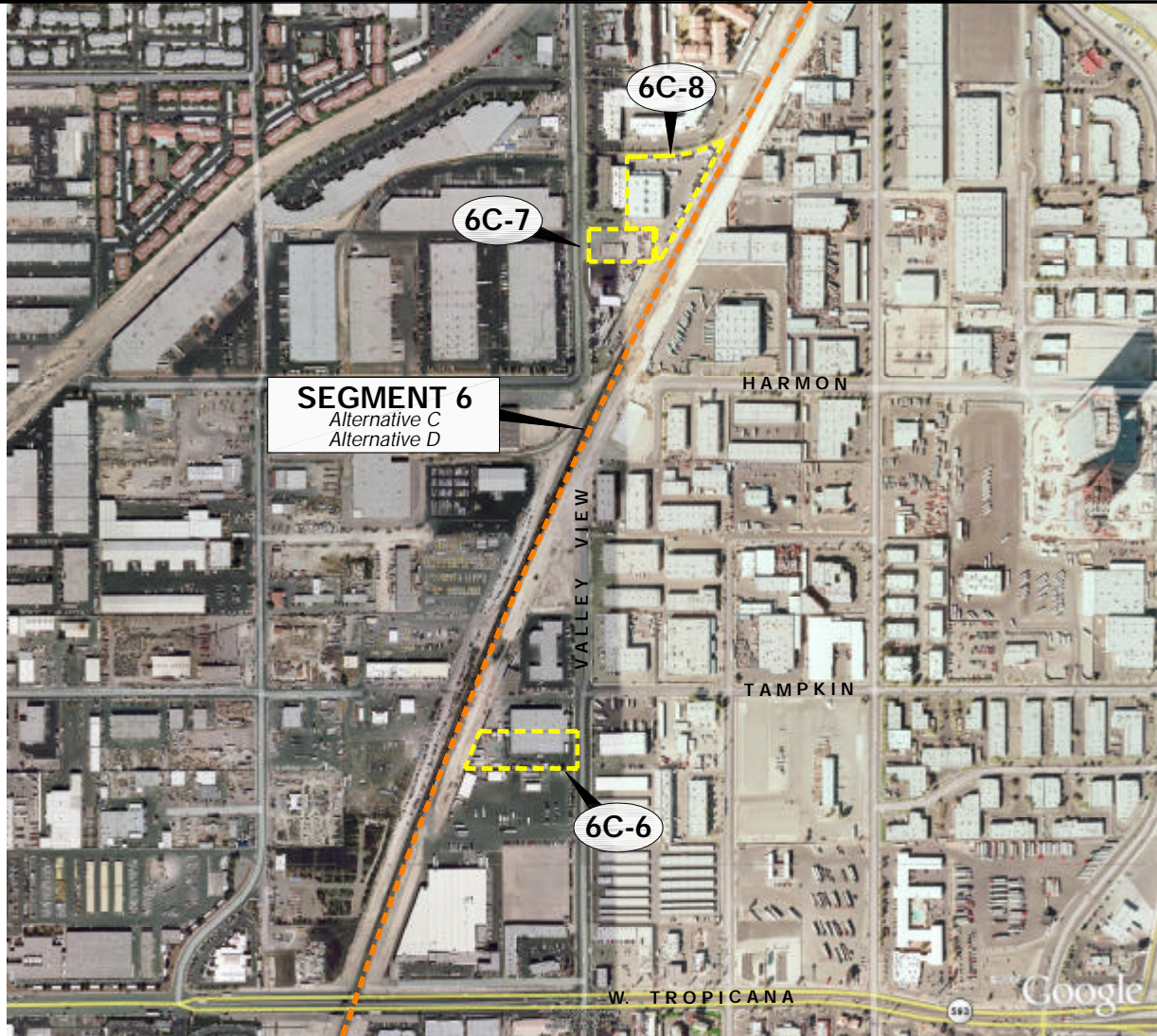
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7i**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 6**  
Alternative C  
Alternative D

PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-6	NAYFLOWER MOVING & STORAGE 4725 S. VALLEY VIEW LAS VEGAS, NV 89118	LISTED ON LUST DATABASE, RELEASE UNKNOWN, CASE CLOSED IN 1991, LISTED ON UST DATABASE, USTs NO LONGER IN USE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
6C-7	UNITED RENTALS 4410 S. VALLEY VIEW LAS VEGAS, NV 89109	LISTED ON NEVADA STATE SITE DATABASE, RELEASE OF AUTOMOTIVE OIL TO SOIL, CASE CLOSED IN 2004.	M
6C-8	J.W. COSTELLO BEVERAGE CO. 4370 S. VALLEY VIEW LAS VEGAS, NV 89103	LISTED ON LUST DATABASE, RELEASE UNKNOWN, CASE CLOSED IN 1994, LISTED ON UST DATABASE, USTs NO LONGER IN USE, NO INDICATION OF REMOVAL OR ABANDONMENT.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7j**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS RISK
6C-9a	COMMERCIAL DRAPERY CLEANERS 3580 S. POLARIS AVENUE LAS VEGAS, NV	SUSPECTED LOCATION OF SITE, ADDRESS NO LONGER EXISTS. LISTED ON NATIONAL PRIORITY LIST ARCHIVE SITE, SOLVENT CASE, DATE OF DISCLOSURE UNKNOWN.	M
6C-9b	ROCKY MOUNTAIN BANK NOTE CO. 3815 HIGHLAND AVENUE LAS VEGAS, NV	SUSPECTED LOCATION OF SITE, ADDRESS NO LONGER EXISTS. LISTED ON NATIONAL PRIORITY LIST ARCHIVE SITE, UNIDENTIFIED RELEASE, DATE OF DISCLOSURE UNKNOWN.	M
6C-10	SEVEN UP BOTTLING COMPANY 3816 CINDER LANE LAS VEGAS, NV 89103	SUSPECTED LOCATION OF SITE, ADDRESS NO LONGER EXISTS. LISTED ON LUST DATABASE, NATURE AND STATUS OF CASE UNKNOWN.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

**7k**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-11	SHTAKIS WHOLESALER INC. 3400 WESTERN AVENUE LAS VEGAS, NV 89109	LISTED ON LUST DATABASE, RELEASE UNKNOWN, CASE CLOSED IN 1994, LISTED ON UST DATABASE, USTs NO LONGER IN USE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



### SEGMENT 6 - DETAIL MAP

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PROPOSED RAIL LINE  
VICTORVILLE TO LAS VEGAS

FIGURE

**71**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 6**  
 Alternative A  
 (Median of I-15)  
 and  
 Alternative B  
 (West Side of I-15)

**SEGMENT 6**  
 Alternative C  
 Alternative D

6C-13

6C-12

PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
6C-12	BAT RENTALS 2771 DEAN MARTIN LAS VEGAS, NV 89109	LISTED ON LUST DATABASE, UNKNOWN RELEASE TO SOIL AND GROUNDWATER, CASE CLOSED IN 1997, LISTED ON UST DATABASE USTs NO LONGER IN USE, CASE CLOSED IN 1994, LISTED ON UST DATABASE, USTs NO LONGER IN USE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
6C-13	ACE FIRE SYSTEMS 2620 WESTERN AVENUE LAS VEGAS, NV 89109	LISTED ON NEVADA STATE SITE DATABASE, RELEASE OF SOLVENTS TO GROUNDWATER, CASE CLOSED IN 2002, LISTED ON UST DATABASE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M

--- PROPERTIES OF ENVIRONMENTAL CONCERN  
 --- PROPOSED RAIL CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
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PROPOSED RAIL LINE  
 VICTORVILLE TO LAS VEGAS

**7m**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.





**SEGMENT 6**  
 Alternative A  
 (Median of I-15)  
 and  
 Alternative B  
 (West Side of I-15)

**SEGMENT 6**  
 Alternative C  
 Alternative D

PROPERTY I.D.	PROPERTY ADDRESS	SITE OPERATIONS - REASON FOR RISK CLASS (1)	CLASS
<b>6C-14</b>	ACE TRUCK RENTAL 2135 WESTERN AVENUE LAS VEGAS, NV 89102	LISTED ON LUST DATABASE, UNKNOWN RELEASE TO SOIL, CASE CLOSED IN 1995, LISTED ON UST DATABASE, USTs NO LONGER IN USE, NO INDICATION OF UST REMOVAL OR ABANDONMENT.	M
<b>6C-15</b>	1921 WESTERN AVENUE LAS VEGAS, NV 89102	OBSERVED DURING SITE RECONNAISSANCE: VENT PIPES OBSERVED IN THE FIELD.	M
<b>6C-16</b>	1900 DEAN MARTIN LAS VEGAS, NV 89102	OBSERVED DURING SITE RECONNAISSANCE: POTENTIAL UST, VENT PIPES OBSERVED IN THE FIELD.	M

- - - - - PROPERTIES OF ENVIRONMENTAL CONCERN
- - - - - PROPOSED RAIL CORRIDOR



**SEGMENT 6 - DETAIL MAP**

FIGURE

PROJECT NO.	DATE
206725002	2/07

PROPOSED RAIL LINE  
 VICTORVILLE TO LAS VEGAS

**7n**

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.