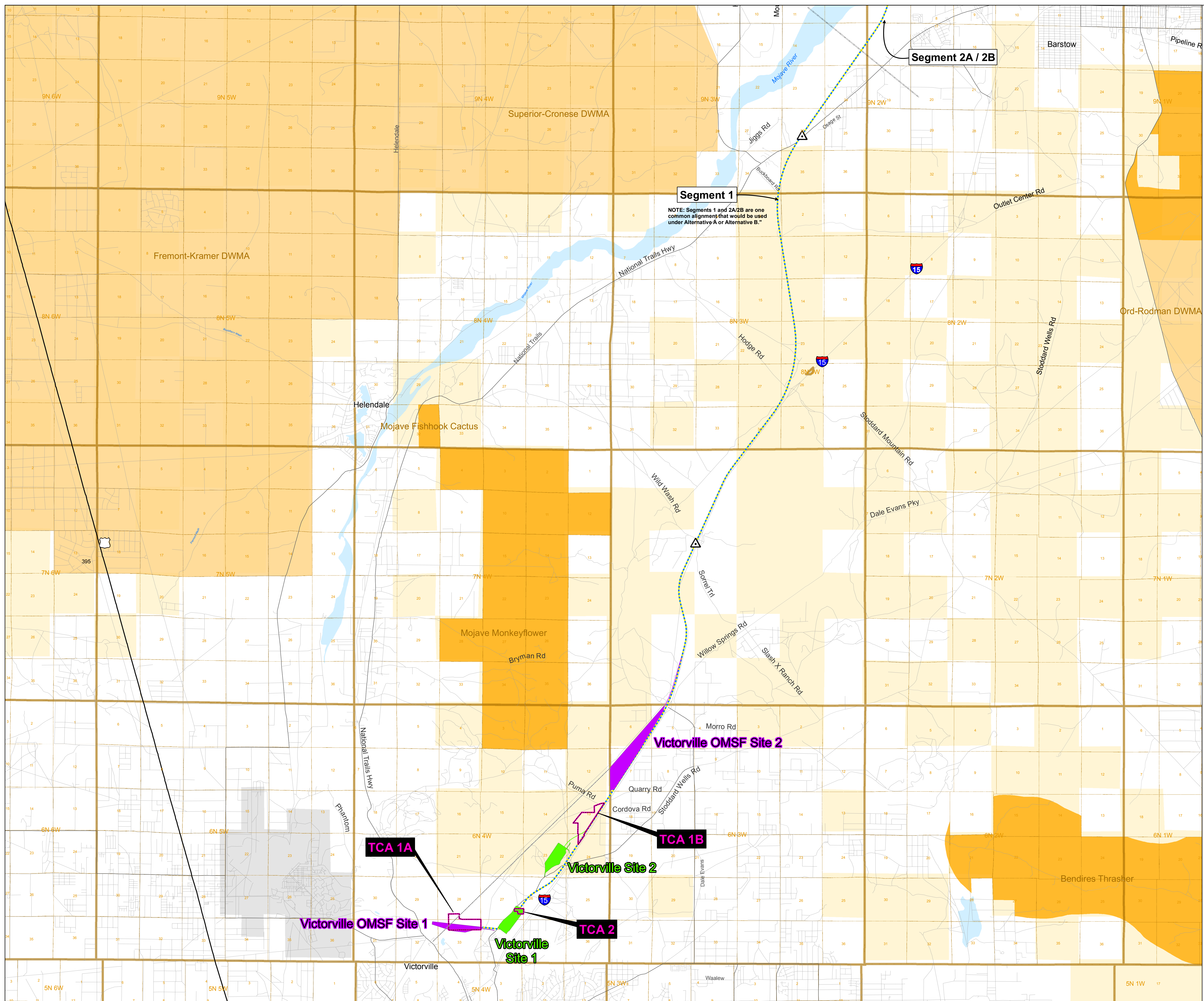


APPENDIX A-2

LARGE-SCALE MAPS – ACTION ALTERNATIVES



Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▭ Station Options
- ▭ Maintenance Facility Options
- ▭ Temporary Construction Areas (TCAs)
- ▴ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

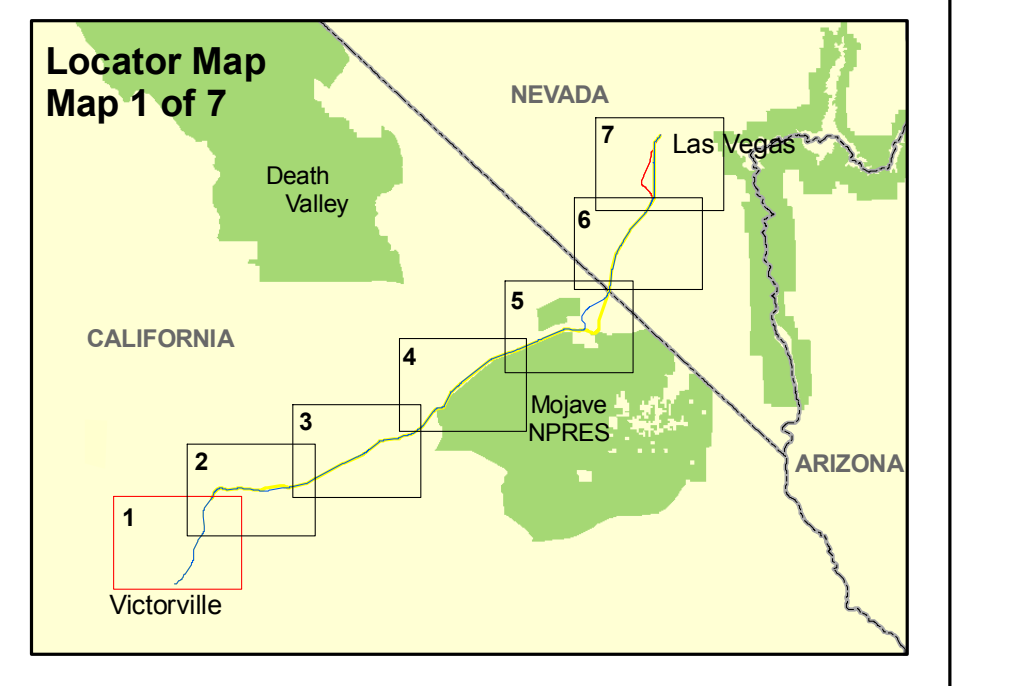
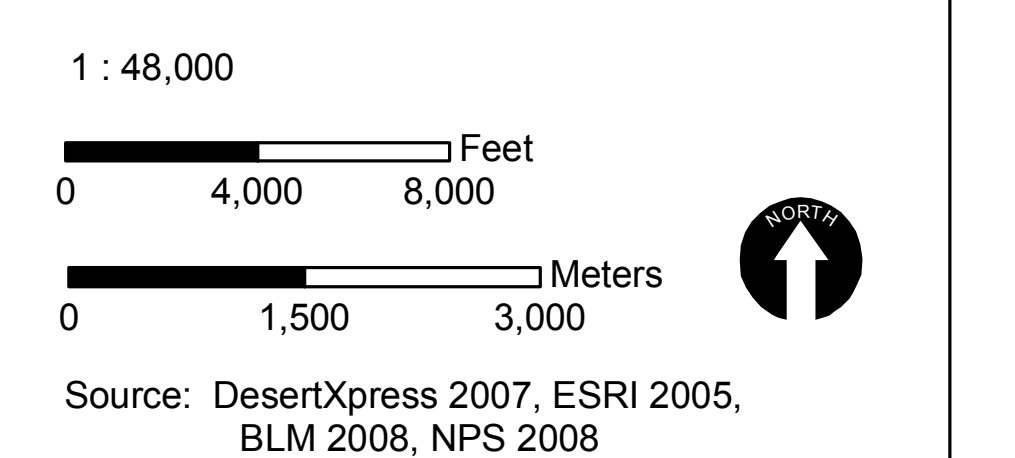
- Bureau of Land Management Lands
- ▭ Areas of Critical Environmental Concern
 - ▭ Desert Wildlife Management Areas
 - ▭ All Other BLM Managed Lands
 - ▭ Bureau of Reclamation
 - ▭ Department of Defense
 - ▭ National Park Service
 - ▭ US Forest Service
 - ▭ Private / Unknown

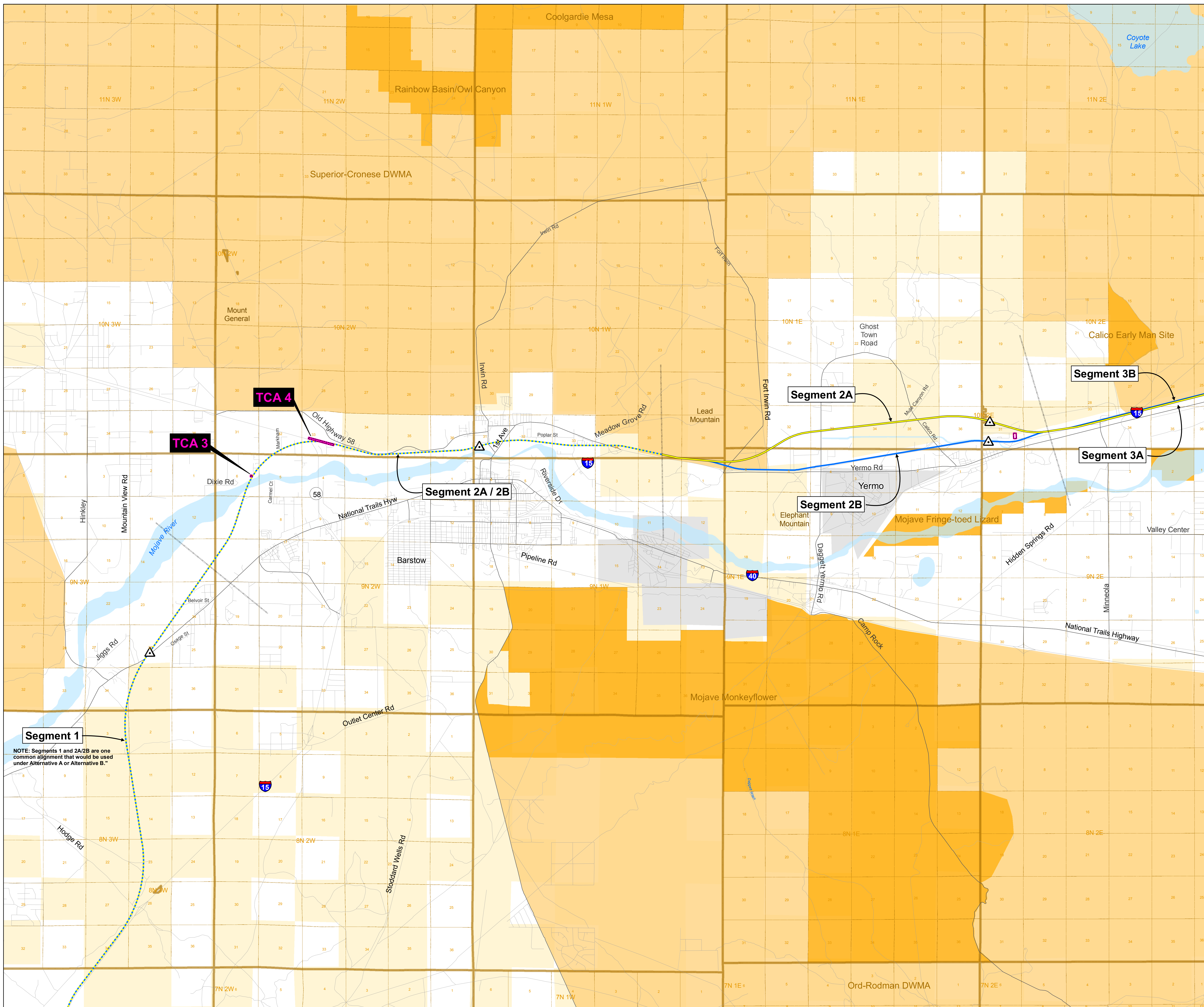
Township / Range

- 22N 14W Township / Range
- 10 Sections

*NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:1000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

**NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Scan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.





Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▬ Station Options
- ▬ Maintenance Facility Options
- Temporary Construction Areas (TCAs)
- △ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

- Bureau of Land Management Lands
- Areas of Critical Environmental Concern
 - Desert Wildlife Management Areas
 - All Other BLM Managed Lands

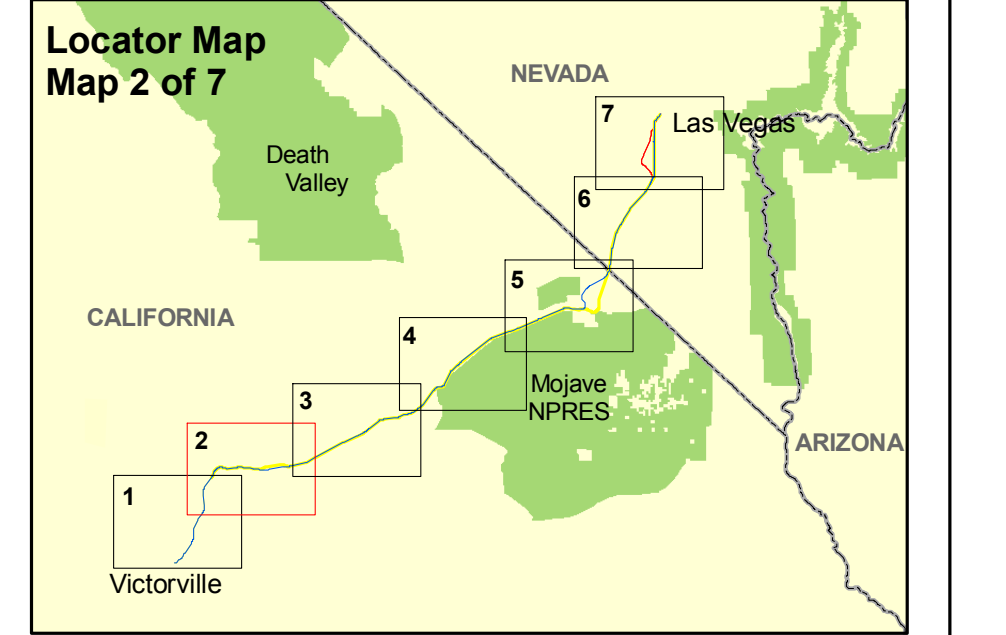
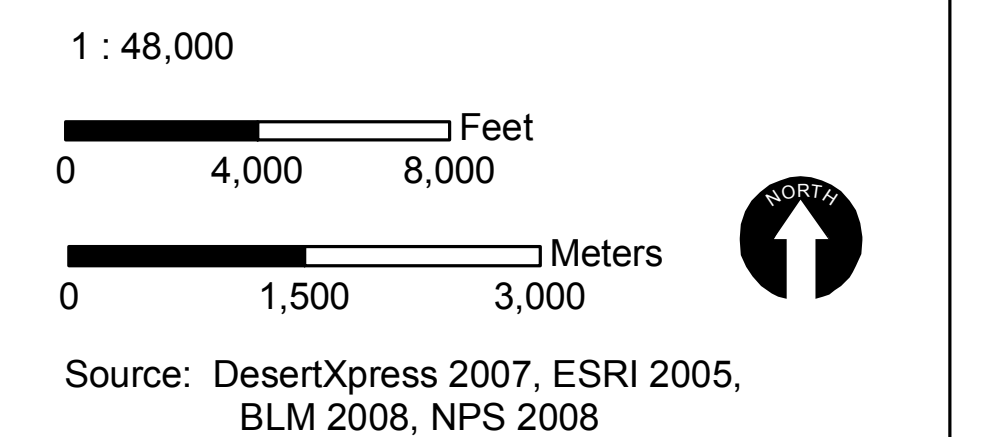
- Bureau of Reclamation
- Department of Defense
- National Park Service
- US Forest Service
- Private / Unknown

Township / Range

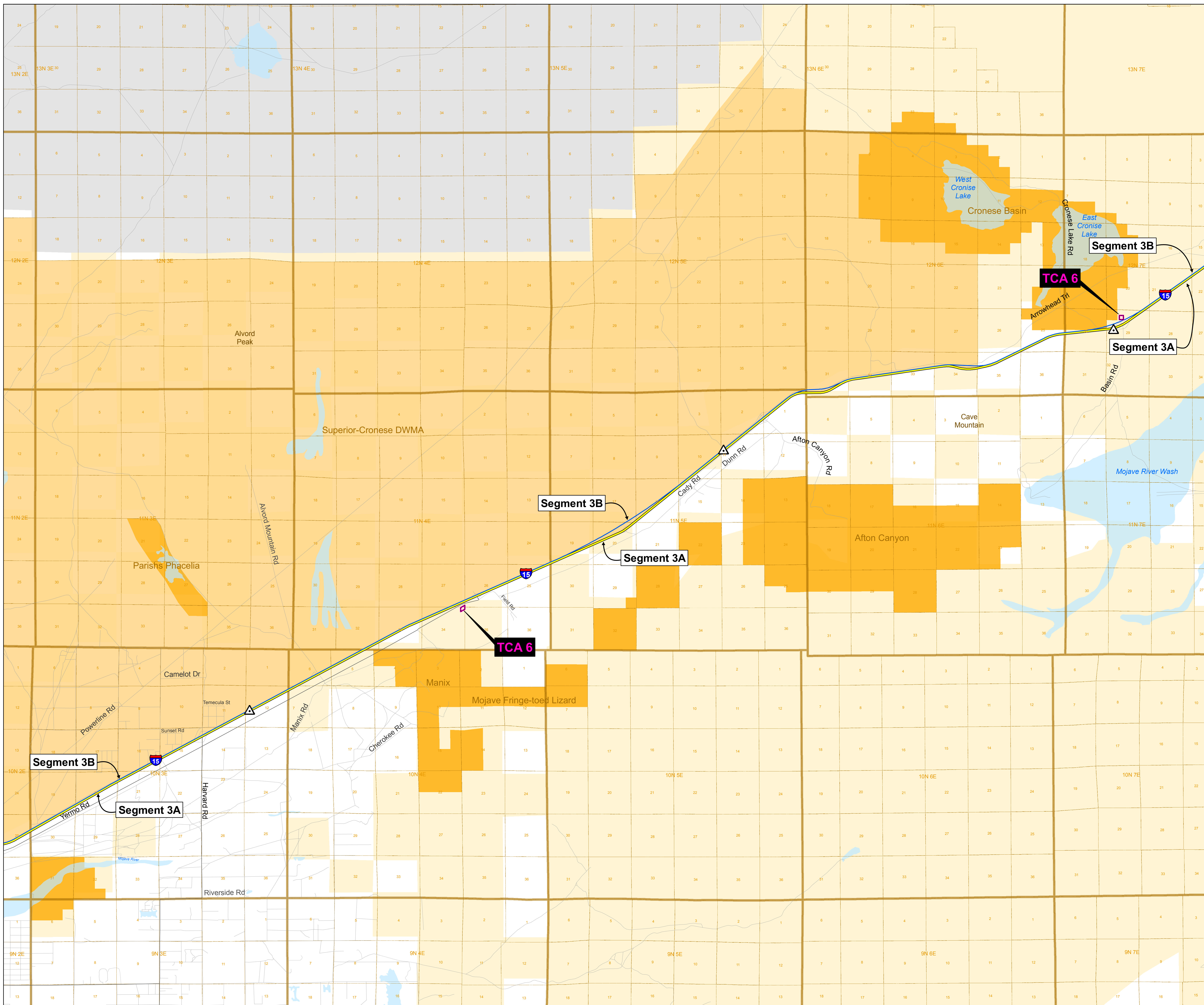
- 22N 14W Township / Range
- 10 Sections

*NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:10,000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

**NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Scan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.



NOTE: Segments 1 and 2A/2B are one common alignment that would be used under Alternative A or Alternative B.



Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▬ Station Options
- ▬ Maintenance Facility Options
- Temporary Construction Areas (TCAs)
- △ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

- Bureau of Land Management Lands**
- Areas of Critical Environmental Concern
 - Desert Wildlife Management Areas
 - All Other BLM Managed Lands
- Bureau of Reclamation**
- Bureau of Reclamation
- Department of Defense**
- Department of Defense
- National Park Service**
- National Park Service
- US Forest Service**
- US Forest Service
- Private / Unknown**
- Private / Unknown

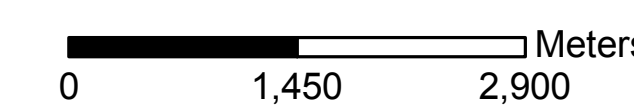
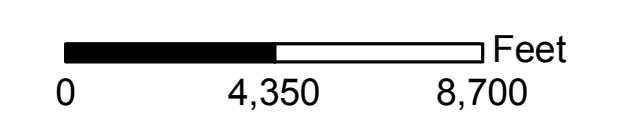
Township / Range

- 22N 14W Township / Range
- 10 Sections

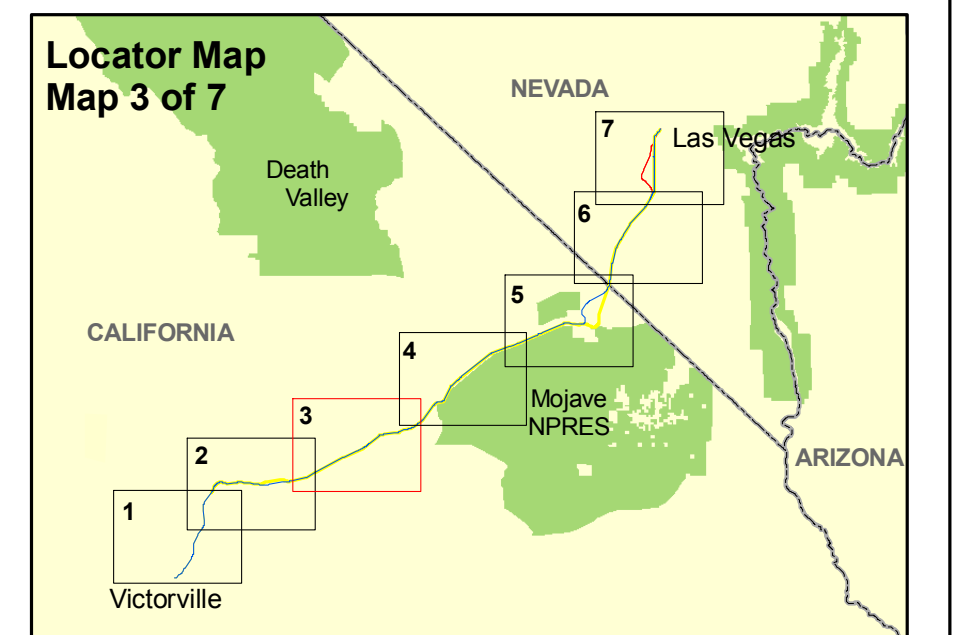
* NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:100,000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

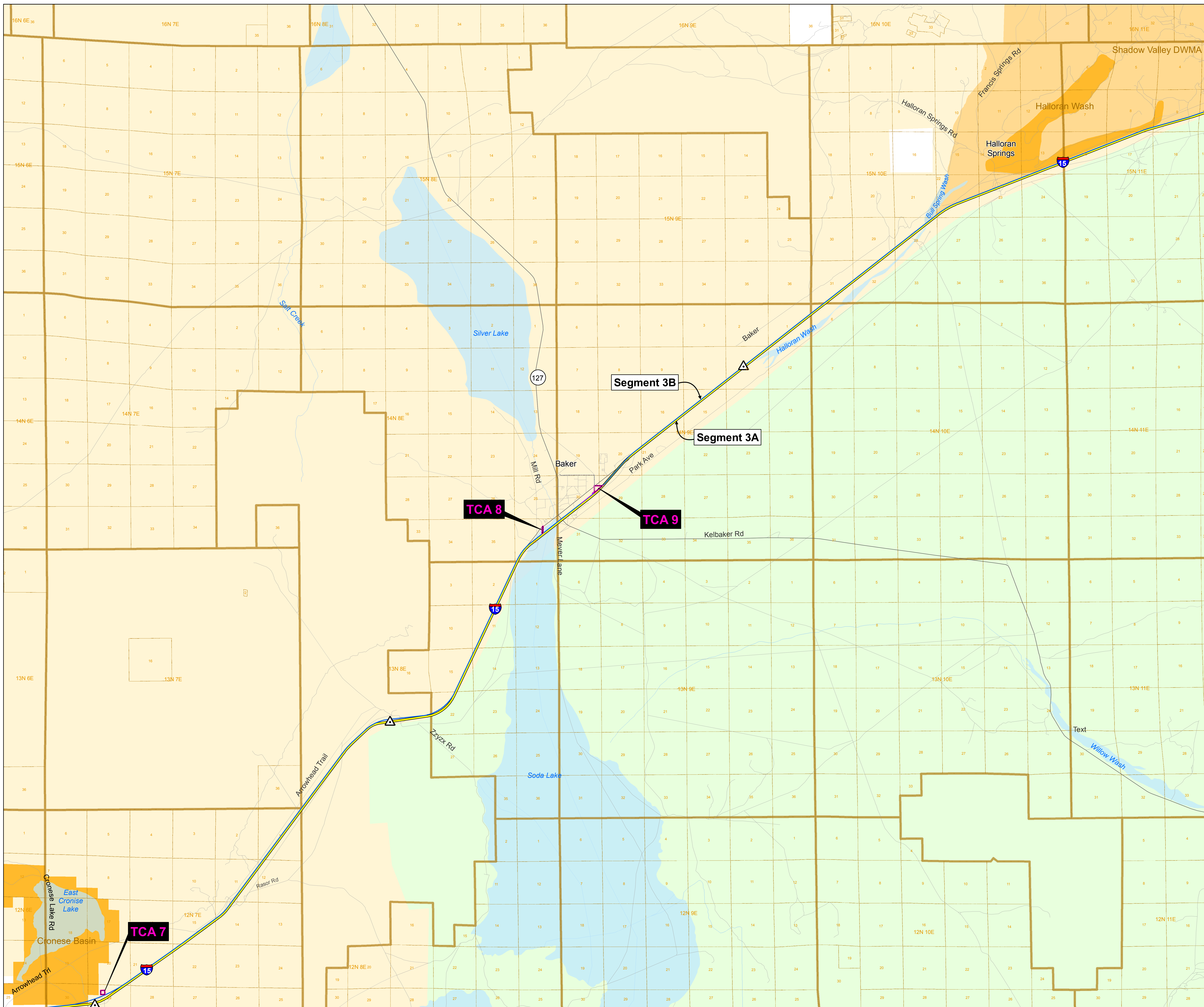
** NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Soan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.

1 : 48,000



Source: DesertXpress 2007, ESRI 2005, BLM 2008, NPS 2008





Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▲ Station Options
- Maintenance Facility Options
- Temporary Construction Areas (TCAs)
- ▲ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

- Bureau of Land Management Lands**
- Areas of Critical Environmental Concern
 - Desert Wildlife Management Areas
 - All Other BLM Managed Lands
- Other Land Owners**
- Bureau of Reclamation
 - Department of Defense
 - National Park Service
 - US Forest Service
 - Private / Unknown

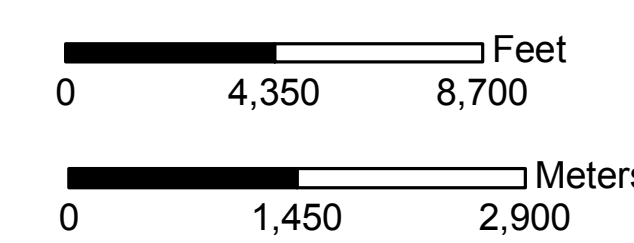
Township / Range

- 22N 14W Township / Range
- 10 Sections

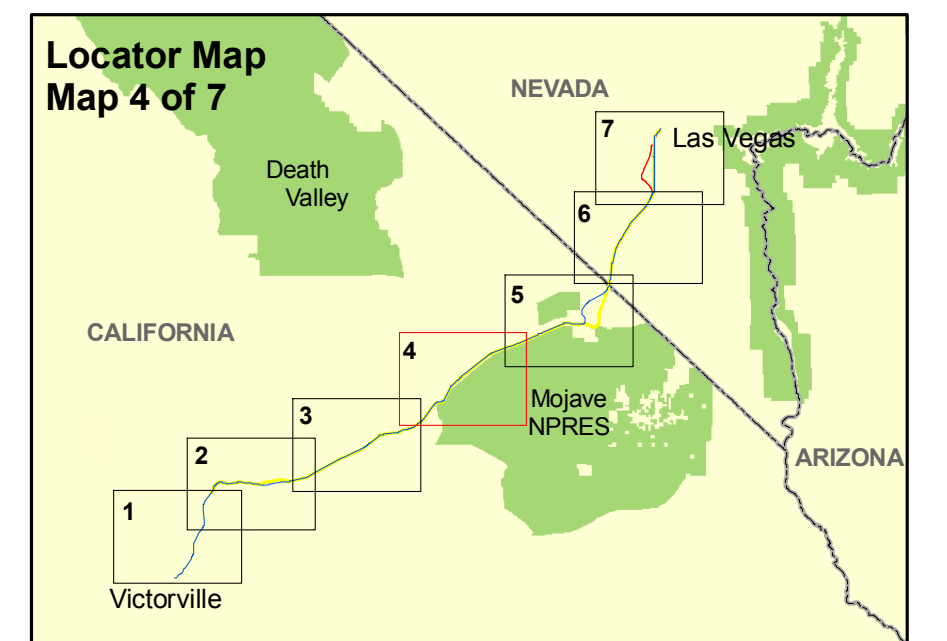
* NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:1000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

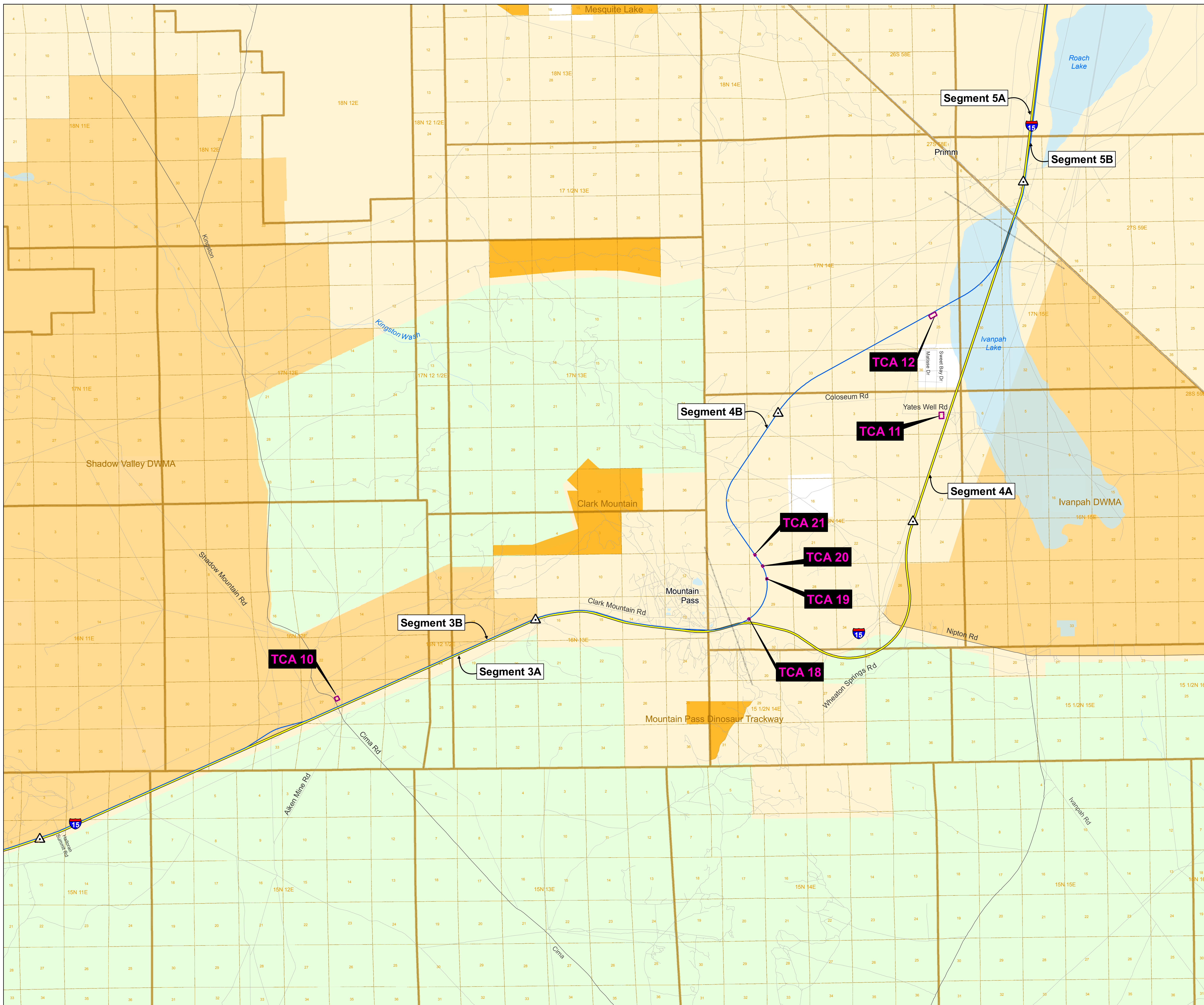
** NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Soan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.

1 : 48,000



Source: DesertXpress 2007, ESRI 2005, BLM 2008, NPS 2008





Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▭ Station Options
- ▭ Maintenance Facility Options
- ▭ Temporary Construction Areas (TCAs)
- △ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

- Bureau of Land Management Lands**
- ▭ Areas of Critical Environmental Concern
 - ▭ Desert Wildlife Management Areas
 - ▭ All Other BLM Managed Lands
- Bureau of Reclamation**
- ▭ Bureau of Reclamation
- Department of Defense**
- ▭ Department of Defense
- National Park Service**
- ▭ National Park Service
- US Forest Service**
- ▭ US Forest Service
- Private / Unknown**
- ▭ Private / Unknown

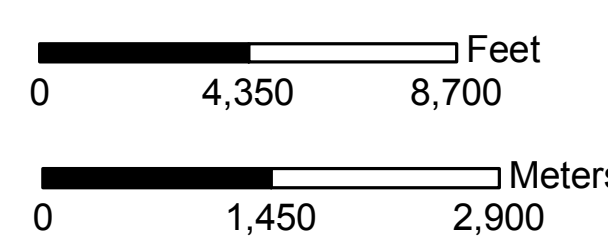
Township / Range

- 22N 14W Township / Range
- 10 Sections

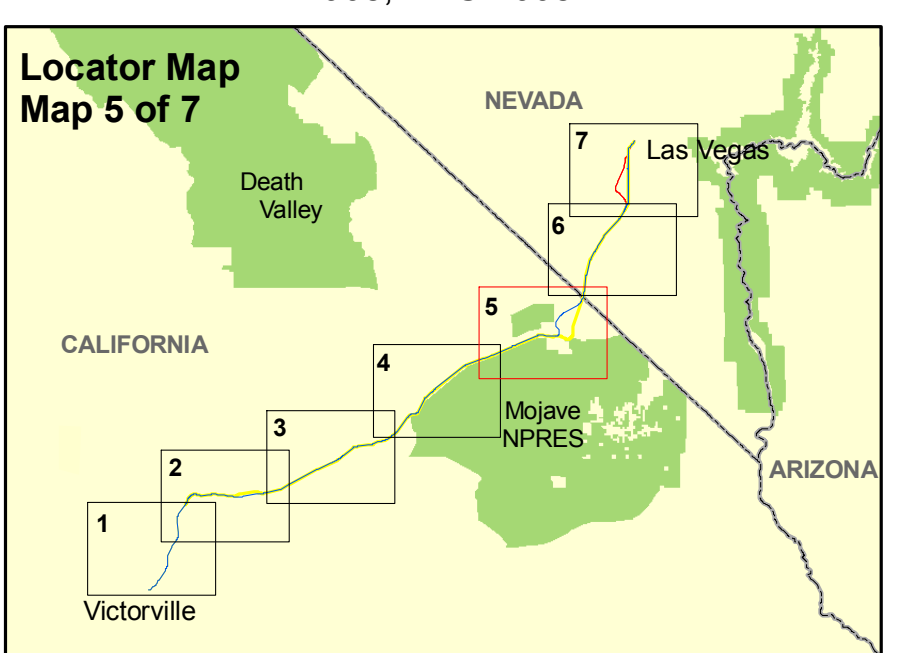
*NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:1000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

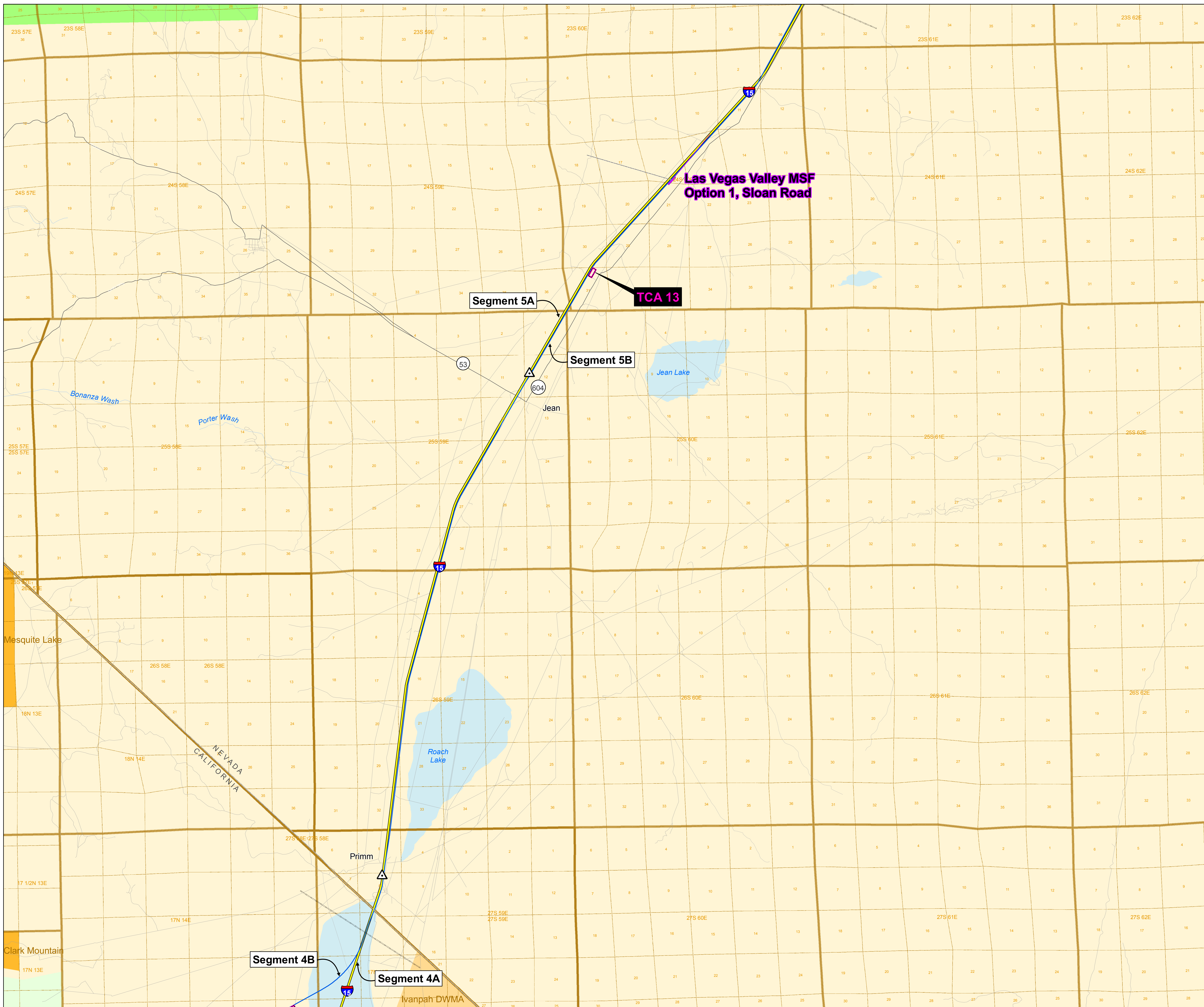
**NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Soan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.

1 : 48,000



Source: DesertXpress 2007, ESRI 2005, BLM 2008, NPS 2008





Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- Station Options
- Maintenance Facility Options
- Temporary Construction Areas (TCAs)
- Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

Bureau of Land Management Lands

- Areas of Critical Environmental Concern
- Desert Wildlife Management Areas
- All Other BLM Managed Lands

Bureau of Reclamation

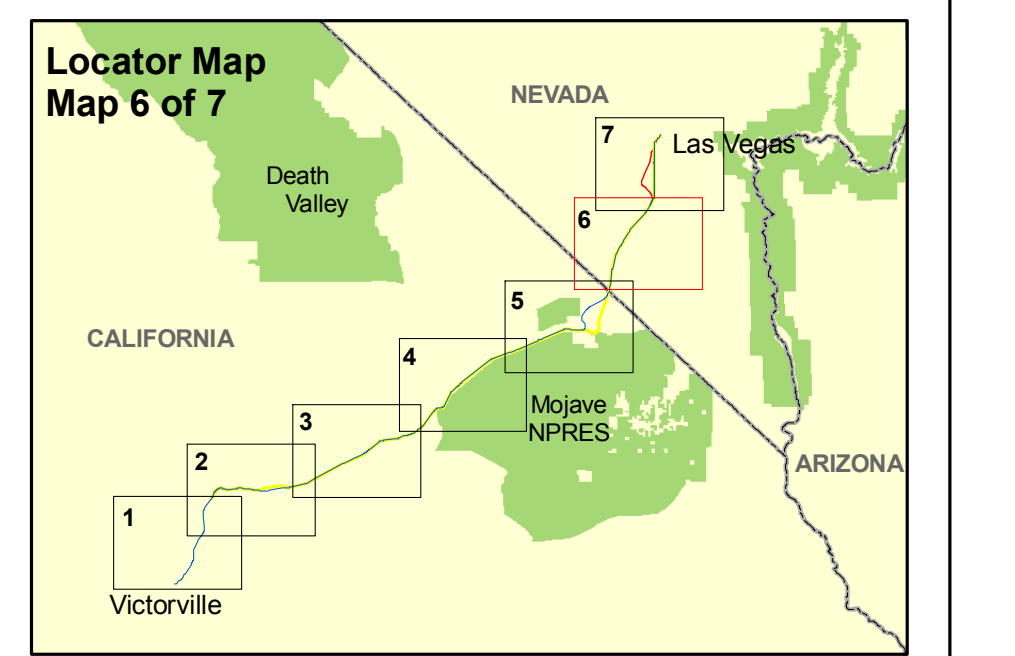
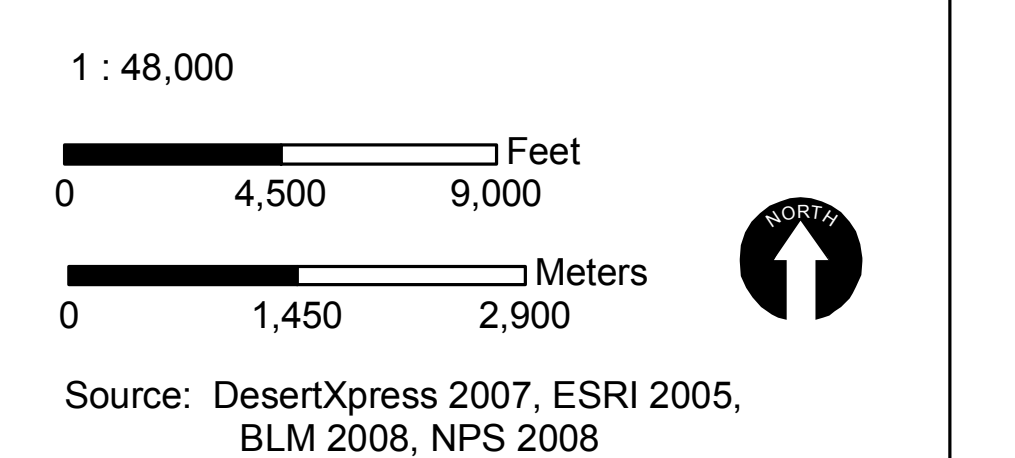
- Department of Defense
- National Park Service
- US Forest Service
- Private / Unknown

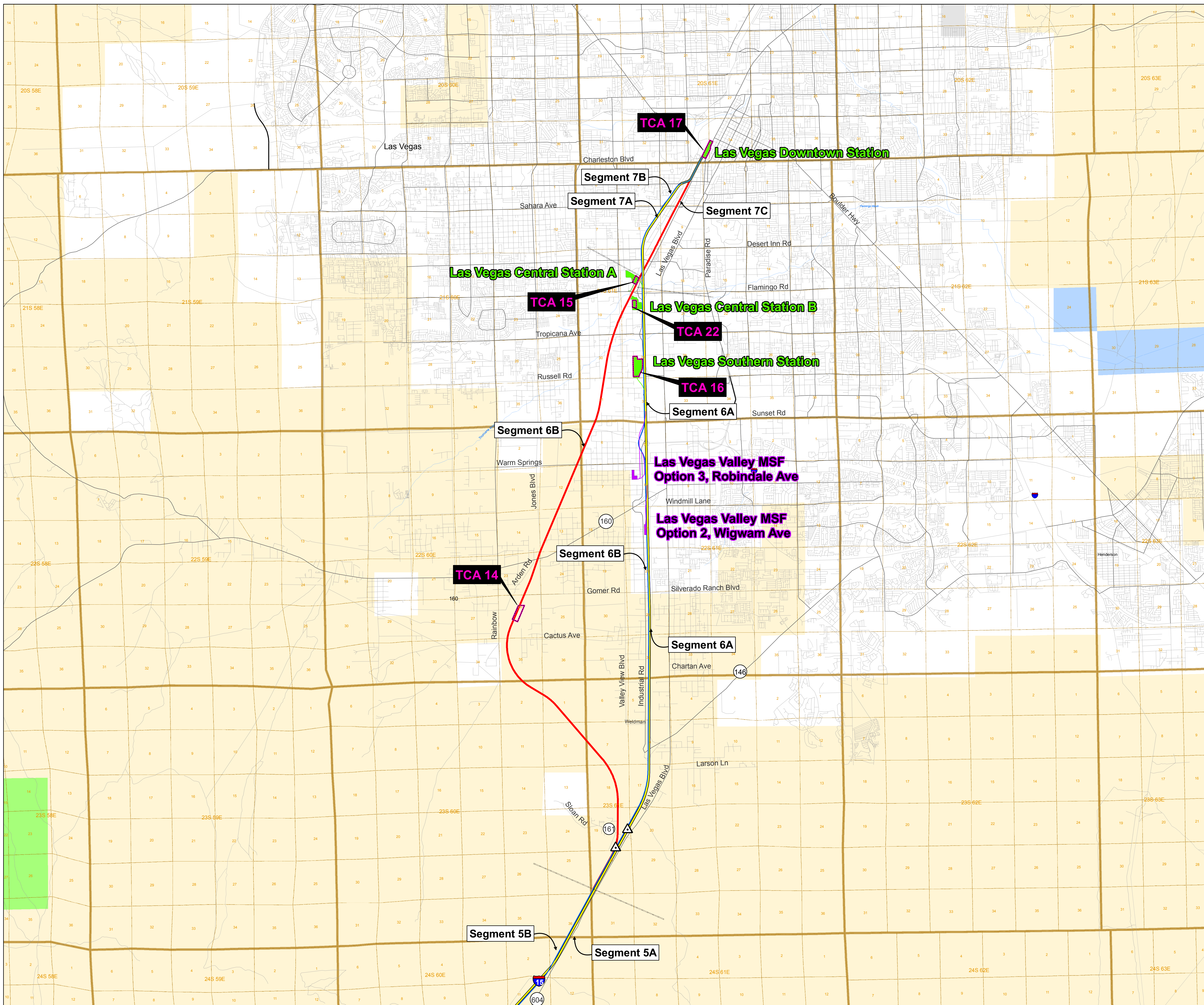
Township / Range

- Township / Range
- Sections

*NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:1000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

**NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Sloan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.





Legend

DesertXpress Alignments

- Alternative A
- Alternative B
- Option C

Ancillary Facility Sites

- ▭ Station Options
- ▭ Maintenance Facility Options
- Temporary Construction Areas (TCAs)
- △ Autotransformer (EMU Option Only)
- Electric Utility Corridor (EMU Option Only)
- Segment Boundary

Land Ownership

- Bureau of Land Management Lands**
- Areas of Critical Environmental Concern
 - Desert Wildlife Management Areas
 - All Other BLM Managed Lands
- Bureau of Reclamation**
- Bureau of Reclamation
- Department of Defense**
- Department of Defense
- National Park Service**
- National Park Service
- US Forest Service**
- US Forest Service
- Private / Unknown**
- Private / Unknown

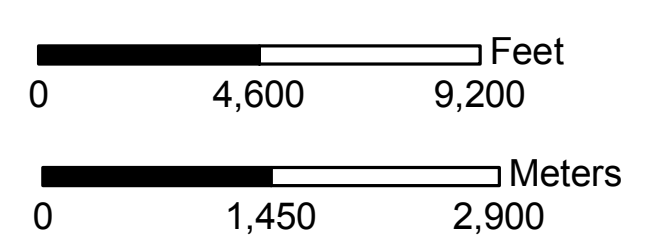
Township / Range

- 22N 14W Township / Range
- 10 Sections

*NOTE: Alignment widths shown on this map are for illustrative purposes only. Please see Chapter 2 of the DEIS for a detailed text description of the proposed rail alignment and other facilities. For 1:1000 scale drawings of the proposed alignment areas, please refer to Appendix A of the DEIS.

**NOTE: Option C is an optional routing into metropolitan Las Vegas that would follow (but be located outside of) the existing Union Pacific Railroad (UPRR) right-of-way. Option C could be utilized as part of Alternative A or Alternative B to traverse the distance from Soan Road to the selected Las Vegas passenger station instead of Alternative A or Alternative B, which would utilize either the I-15 median or the I-15 right-of-way for the same journey. Option C is not part of the applicant's proposed action.

1 : 48,000



Source: DesertXpress 2007, ESRI 2005, BLM 2008, NPS 2008

