



Draft Environmental Impact Statement
for a Geologic Repository for the
Disposal of Spent Nuclear Fuel and
High-Level Radioactive

EIS000264

Comment Sheet

RECEIVED

NOV 16 1999

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How did you hear about us?

Newspaper ad

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If you want to be on our mailing list to receive information about the Environmental Impact Statement or site characterization, check here.

Comments: (If possible, please reference section number and/or page number in document if applicable.)

See attached letter (3 pp)

Please note: For your comment(s) to be considered in the Final Environmental Impact Statement, your comment(s) need to be received by the Department of Energy by February 9, 2000. To the extent practicable the Department will consider comments received after February 9.

Please feel free to attach additional pages; more postage may be needed. If you prefer to mail your comments, you may use the back side of this sheet as a postage-paid, self-mailer. To do so, fold in thirds along the dotted line so address and postage-paid notice are visible; then secure with tape.

Nov. 12, 1999

Dear Mr. Dixon,
Re: Yucca Mountain Repository DEIS

- 1 [I am writing my comments to the DEIS to state my opposition to the creation of the Yucca Mountain facility in total, and with specific reference to the Carlin Route for transportation.]
- 2 The DEIS fails to address impact on issues I cover in the following text. [I must state that my family has owned property in Crescent Valley since the late 50's. Although we are not residents there, if a place were ever known as "Peaceful Valley" this is it. Introducing a rail line or truck route through the valley would destroy a serenity not known in most areas of the U.S.A.] Note that the newly created Escalante staircase National Monument is a recognition of the beauty and value of the serenity in the Western areas. [The fragile character of this remote community would be lost (taken) if the railroad were put in.] Hasn't the sacrifice and contribution of the people of Nevada been enough already? Think about the testing and human experimenting of the recent past. Don't take the lifestyle too. [It is a travesty to even think of making Nevada a dumping ground for facilities mostly located in the East and Midwest at the continued risk, exposure, and expense (of lifestyle) of the citizens of Nevada.]
- 3 2 cont'd.

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[There are a few of the issues not even addressed in the DEIS on the Carlin route in regard to Crescent Valley:

Lifestyle - social, economic and quiet enjoyment of your property.

wildlife - Wildlife corridors, range areas, viewing, rearing, grazing and hunting impacts.

Ranchers - Cattle ranging, rearing, feeding, security.

RR crossings - locations?, at grade?, safety?, security, noise

Water/Floodplains - No mention of lakebed at Crescent Valley. Flashflooding, washouts, culverts, bridges, dam effect of railroad and impact of backup water to Crescent Valley Town and valley landowners.

Earthquake - Is lakebed or valley soil subject to the liquefaction effect in case of earthquake? Note associated RR impacts.

4 cont'd.

RR ownership - who will own RR?
 who will own the land?

Mitigation - For all of the above must
be stated.]

I have a final area of personal concern and
 as a recommendation for partial mitigation for
 property owners. Many of the landowners are long-
 term family holdings. Regardless, the project should
 offer up-front a reverter clause or a right of
 first refusal to recover the property ownership once
 the 30-year period of usage has expired. The clause
 should also state that all lands will be restored
 to existing conditions with the reversion. The
 reversion price would be the price at which the
 land was purchased. This would have the effect
 of making family ownership whole at the end of
the usage term.]

Do us and the U.S. a favor. Don't do the
 Carbon route. Leave ~~yucca~~ Mountain alone, and
 preserve Crescent Valley as it is.

Curtiss L Eckhardt

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