PROPOSED DOE CALIENTE RAIL CORRIDOR
LINCOLN COUNTY, NEVADA

AN ANALYSIS OF IMPACTS & ALTERNATIVES, WITH RECOMMENDED MITIGATION

November 30, 2007

Volume II - Appendices

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Volume II – Appendices

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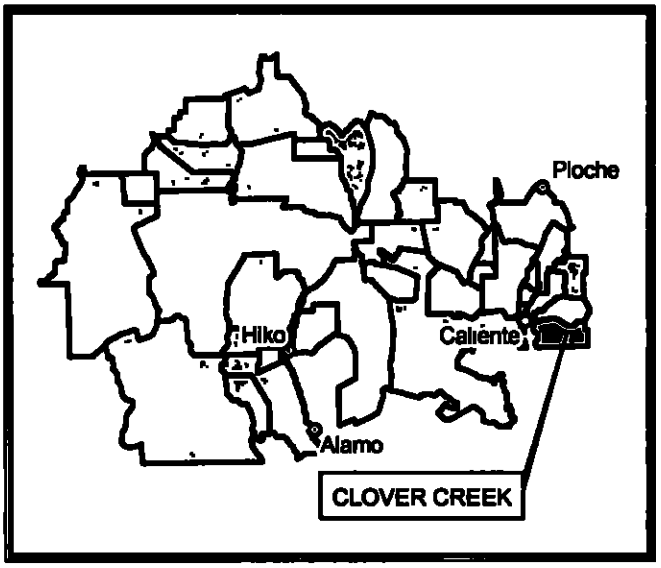
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[November 27, 2007]

1.0 CLOVER CREEK ALLOTMENT

Permittee: National Mustang Association
Contact: Richard Sewing
City/State: Cedar City, UT

Permittee: Roger Dieleman
Contact: Roger Dieleman
City/State: Las Vegas, NV

Base Property: Land



1.1 ALLOTMENT DESCRIPTION

The northwest corner of the Clover Creek Allotment is approximately three miles east of Caliente. The allotment is approximately nine miles east and west and about four miles north and south. It is unfenced on the south and west boundaries. The fence between the Little Mountain Allotment to the north and the Clover Creek Allotment is down and is not a barrier between the two. It is unknown whether the northwest corner of the allotment (where there is private land) is fenced. See Table 1.1 and Figure 1.1 for details of the allotment and railroad route.

Table 1.1: Clover Creek Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
					AUMs		
Public	Private	Number/Type of Livestock		Season of Use	Total	Active	Suspended
22,538	246	Nat'l Mustang Assoc	28 cattle	5/1 – 10/27	303	166	137
		Dieleman	74 cattle	11/1 – 4/30	800	443	357

1.1.1 Grazing System

The National Mustang Association permit is for spring-summer-fall use, however the Association leaves the forage for wild horses that utilize the allotment year-round.

Dieleman: Cattle are moved about the allotment as necessary to take advantage of water and forage.

1.1.2 Stockwaters and Water Rights

There are several springs located in the west portion of the allotment in Ash Canyon. There is a well in Barnes Canyon about .75 miles from the bottom end of the canyon. Mustangs use water at Oak Spring at the very northwest corner of the allotment. There are three springs on the east side of the existing railroad in Chokecherry Canyon. In good water years there is some grazing

and water availability on Dutch Flat. There are a total of eleven water sources within four miles of the proposed track, however all are not accessible to cattle.

1.1.3 Existing Fencing

The existing Union Pacific Railroad splits the allotment into two pastures. The fence along the railroad is not maintained and does not provide an adequate barrier to livestock movement across the track. There is an underpass at Ash Valley (Map Reference 2) that is filled with debris from floods to the extent that it cannot be used by cattle. Mr. Dieleman trucks cattle and hauls water up Barnes Canyon to the south end of the allotment and into the Clover Creek area.

1.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The proposed Eccles Option will join the existing UPRR line on Dutch Flat. There will most likely be a switchyard here since this is the location where freight would be transferred. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills. The depth of cuts and fills will have a large bearing on the degree of obstruction of livestock and vehicle movement.

Rail Length Within Allotment: .79 miles
1,000' Construction Right-of-Way Area: 96 acres

Mr. Dieleman states:

> A switchyard would be a much larger endeavor than even a siding and it is thought that it could require much more than twenty acres to construct, maintain and secure such a switchyard. I do not want a "blank check" issued to grab as much land out of the allotment as the federal government deems necessary to promote their newest boondoggle, namely Yucca Mountain. Additionally, will the government adequately secure such a switching yard against terrorist activity? It had better prepare for the likelihood that the wide-open expanses of Lincoln County would be a natural target for terrorists as well as environmental and social protesters and activists.

1.2.1 Fencing Preference for Proposed Rail Alignment

Mr. Sewing prefers that the track not be fenced, as fencing could disrupt wild horse movement throughout the allotment.

Mr. Dieleman disagrees and states:

> Security must be a major priority for the line. Our nation is, for all practical purposes, under siege, and we are trying to find a solution for storing one of the most toxic substances on earth. It is ludicrous to believe that this train line can be secure, even for a short stretch, without security systems and measures in place. To that end, we feel that it is imperative that this rail line be fenced and secured. This will not only deter vandals and minor lawbreakers, but will be some impediment to other more hostile enemies. Furthermore, fences will protect trains from livestock, wild animals and horses roaming on or near the tracks, which often lead to accidents and possible serious harm. If a fence is installed there must be a method to allow property owners and permit holder's access, at any time, across the tracks, either through keyed gates or remote-controlled electrical gates.

Because the Permittees disagree on fencing preferences, the Allotment will be analyzed as a "no fence" preference since that appears to be the DOE preferred action.

1.2.2 Impacts and Mitigation

1.2.2.1 Base Property

No impacts to base properties are anticipated.

1.2.2.2 Grazing System

The proposed track may block cattle movement to the upper end of Dutch Flat and the lower end of Clover Creek

Construct a crossing suitable for cattle to cross the existing track near the confluence of Chokecherry Canyon and Clover Creek to better utilize the areas west and east of Clover Creek (Map Reference 1).

In addition to the above, provide a suitable cattle crossing near the east end of the existing railroad tunnel between Ash Canyon and Barnes Canyon (Map Reference 2) to allow cattle to cross the existing track by means other than hauling.

1.2.2.3 Existing Fence and Capital Improvements

The proposed track and service road will cross a fence as it joins the existing Union Pacific Railroad track.

Install a railroad cattleguard and a road cattleguard on the service road in the fence opening.

1.2.2.4 Stockwaters and Associated Infrastructure

No serious impacts to stockwaters are anticipated.

1.2.2.5 Road and Trails

Depending on final placement of the proposed track it may cross the existing service road along the UPRR track between Dutch Flat and Clover Creek used to move cattle and maintain the allotment.

Keep the existing or new service road open for use and passage between Dutch Flat and Clover Creek.

If public access is denied along the track for security reasons, the Permittees will need alternate access to the allotment, as these routes are often the only available way into some areas of the allotment.

1.2.2.6 Vegetation and Forage

Inside the 20 acres of right-of-way (ROW), there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the

extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

1.2.2.7 Loss of Livestock

There is a risk of livestock-train collisions if the ROW is left unfenced. Mr. Sewing does not see this risk as sufficient to warrant fencing the ROW. Mr. Dieleman disagrees, as noted above in Section 1.2.1.

1.2.2.8 Other Impacts and Mitigations

None known.

Table 1.2: Clover Creek Allotment Impacted Features

Impacted Features	Eccles Option
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	8
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	96

Table 1.3: Clover Creek Allotment Mitigation Summary

Proposed Mitigation Units	Eccles Option
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	1
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	2
Underpasses (ea)	0

Note: *These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available*

Figure 1.1 Clover Creek Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Paved Road
- DOE Proposed Route
- Existng Railroad Tracks
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

N

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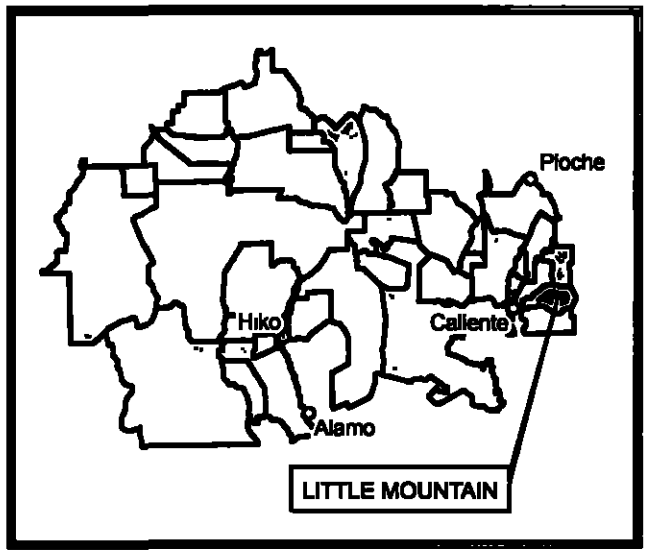
Little Mountain
Peck
Dutch Creek
Oak Wells
Sawmill Canyon
Clover Creek
Crossroads
Mustang Flat
Cottonwood
Sheep Flat

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2.0 LITTLE MOUNTAIN ALLOTMENT

Permittee: National Mustang Association
Contact: Richard Sewing
City/State: Cedar City, UT

Base Property: Land



2.1 ALLOTMENT DESCRIPTION

The southwest corner of the Little Mountain Allotment is three miles east of Caliente The allotment is approximately nine miles east and west, and five miles north and south, with the west end narrowing to about 1.5 miles The northeast portion of the allotment where it joins the Panaca Cattle Allotment is unfenced, as is the common boundary with the Peck Allotment at the northwest side. The southwest corner extends down to Clover Creek where it joins private land. The Union Pacific Railroad runs along the southwest portion of the allotment near Clover Creek. Part of the Miller Flat Wildhorse Herd Management Area (HMA) lies within the Little Mountain Allotment. See Table 2.1 and Figure 2.1 for details of the allotment and railroad route.

Table 2.1: Little Mountain Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
18,386	234	Nat'l Mustang Assoc	66 cattle	5/1 – 10/31	400	400	—

2.1.1 Grazing System

The National Mustang Association reserves all of the forage on the allotment for Wildhorse use. The allotment was initially used for sheep, and then changed to cattle. However, there was never any cattle use because of lack of water. The BLM reports that the type of use is going to be converted to cattle following completion of data collection and analysis.

2.1.2 Stockwaters and Water Rights

There are only a few seasonal water seeps in the allotment. The wild horses typically water along Clover Creek.

2.1.3 Existing Fencing

The allotment is not fenced into pastures.

2.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The proposed track will join the existing UPRR track just east of Dutch Flat in the Clover Creek Allotment (Map Reference 1), and will enter the allotment on the north side of Dutch Flat (Map Reference 2). The track and service road will travel in a northerly direction for 3 5 miles and exit the allotment into the Peck Allotment (Map Reference 3).

Rail Length Within Allotment: 3.47 miles
1,000' Construction Right-of-Way Area: 421 acres

2.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the right-of-way (ROW) not be fenced. A future permittee may determine that a fence is warranted. The BLM reports that the allotment may be transferred in the near future.

2.2.2 Impacts and Mitigation

2.2.2.1 Base Property

No impacts to base properties are anticipated.

2.2.2.2 Grazing System

In the future the allotment may be used for cattle. The proposed track and service road will divide the west side from the east side of the allotment.

2.2.2.3 Existing Fence and Capital Improvements

There are no known impacts.

2.2.2.4 Stockwaters and Associated Infrastructure

There may be impacts to Wildhorse watering during construction of the track. Construction could keep horses from watering in Clover Creek in the Dutch Flat area, however the impact cannot be fully determined until the centerline of the track is staked.

2.2.2.5 Road and Trails

The proposed railroad will cross one trail at Map Reference 4.

2.2.2.6 Vegetation and Forage

Inside the 87 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded The loss of forage could result in a BLM Grazing Permit reduction.

2.2.2.7 Loss of Livestock

Mr. Sewing prefers to accept the risk of trains colliding with stock and keep the ROW unfenced.

2.2.2.8 Other Impacts and Mitigations

None known.

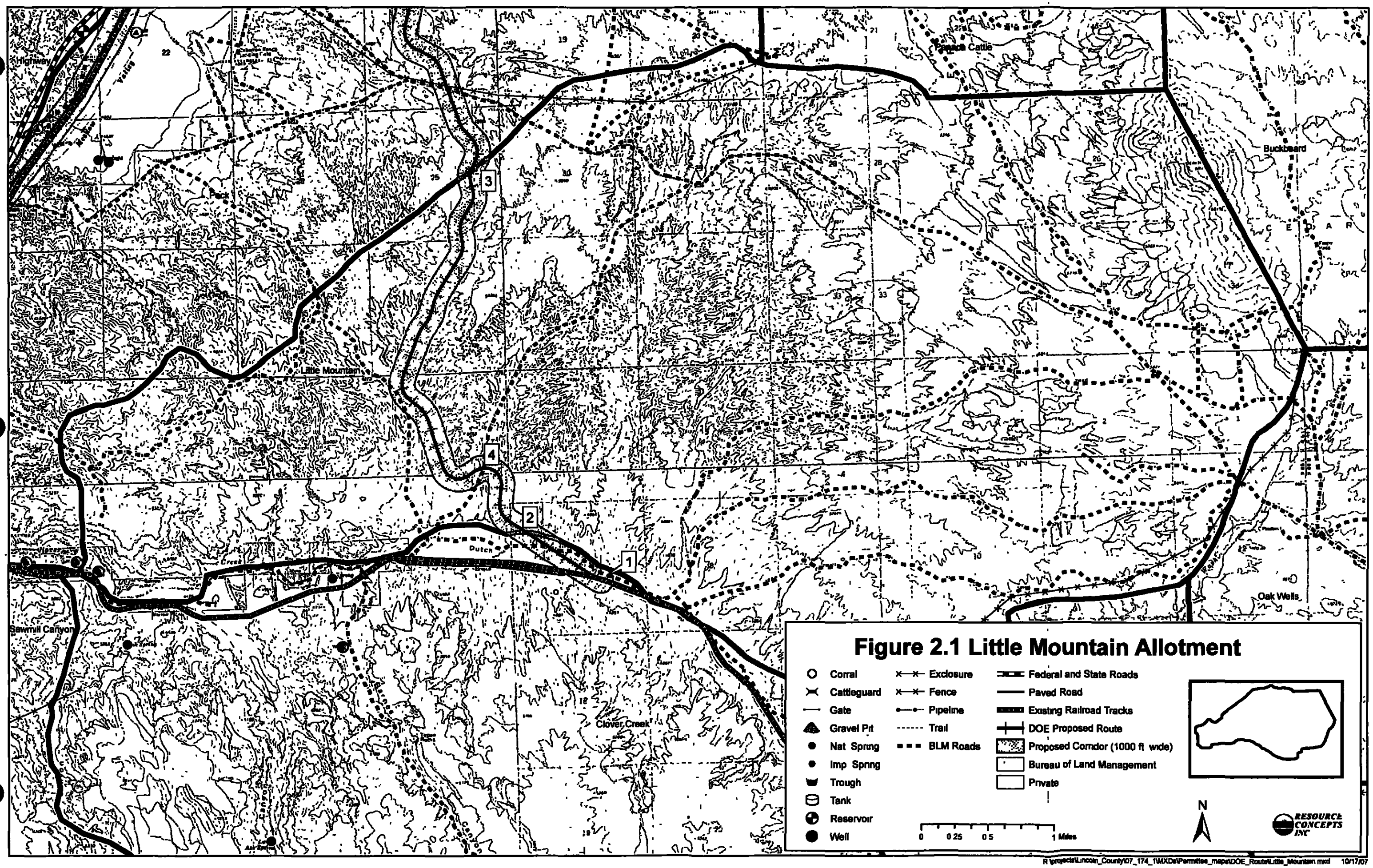
Table 2.2: Little Mountain Allotment Impacted Features

Impacted Features	Eccles Option
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	1
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	0
Trails (ea)	1
ROW Acreage	421

Table 2.3: Little Mountain Allotment Mitigation Summary

Proposed Mitigation Units	Eccles Option
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	1
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	2
Underpasses (ea)	0

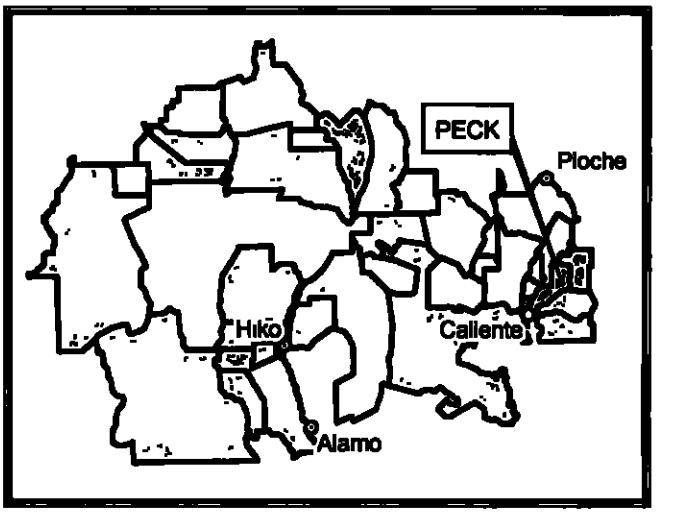
Note: *These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available.*


Highway
Valley
Pack
Little Mountain
Dutch
Viper
Sawmill Canyon
Clover Creek
Palace Cattle
Buckboard
Oak Wells
3
4
2
1
Figure 2.1 Little Mountain Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Federal and State Roads
Paved Road
Existing Railroad Tracks
DOE Proposed Route
Proposed Corridor (1000 ft wide)
Bureau of Land Management
Private
0 0.25 0.5 1 Miles
N
RESOURCE CONCEPTS INC
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3.0 PECK ALLOTMENT

Permittee: Tuffy Ranch Properties, LLC
Contact: Linda Carriger
City/State: Alamo, Nevada

Base Property: Land



3.1 ALLOTMENT DESCRIPTION

The Peck Allotment is situated on the east side of Meadow Valley Wash. It is bound by Clover Creek on the south, and private property on the west. Caliente is situated at the extreme southwest corner of the allotment.

Table 3.1: Peck Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
13,291	1,292	Tuffy Ranch Properties	34 Cattle	03/01 – 02/28	743	397	346

3.1.1 Grazing System

The grazing permit is for continuous year-round use. The allotment is currently leased by the owner to Robert and Shane Mathews. The allotment itself is split into two pastures, the North and South Pasture.

3.1.2 Stockwaters and Water Rights

No stockwaters sources were identified by BLM figures, or by the Permittee.

3.1.3 Existing Fencing

The perimeter of the North Pasture is fenced; however the South Pasture is not. Segments of interface between the allotment and private property along the western edge is also fenced, but mapping is incomplete.

3.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The Meadow Valley Alternative would skirt the edge of the allotment, but would have minimal to no impacts on the grazing operations on the allotment. The Eccles Alternative of the Department of Energy Proposed Route would enter this allotment This alternative traverses the allotment in a north-south orientation, intersecting the Pasture 1 and 2-boundary fence and continuing north-south along the western edge of Pasture 1.

Rail Length Within Allotment: 5.3 miles
1,000' Construction Right-of-Way Area: 642 acres

3.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee indicated a preference to fence the right-of-way (ROW).

3.2.2 Impacts and Mitigation

3.2.2.1 Base Property

No impacts to the base property are anticipated.

3.2.2.2 Grazing System

Currently the allotment is divided into two pastures. The proposed alignment would intersect the existing pasture fence, and affect cattle movement between the northern and southern portions of the allotment.

The Permittee indicated a desire to fence the rail ROW, and remove the existing pasture fence. The ROW fence would serve as the new pasture fence. To allow movement of cattle from one pasture to the other, the Permittee indicated a desire for two cattle crossings. Underpasses were the indicated preference equipped with gates in order to separate the two pastures if so desired.

3.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross an existing pasture fence, as well as an allotment boundary fence on the northern boarder of the allotment (Map Reference 1).

The existing pasture fence would be removed if the above recommended mitigation measures were taken. The allotment boundary fence crossing would require an in-rail cattleguard, roadway cattleguard and gate. The unfenced end would require everything but the gate to prevent wild horses or stray cattle from becoming trapped within the ROW fence.

3.2.2.4 Stockwaters and Associated Infrastructure

No impact to stockwaters is anticipated.

3.2.2.5 Road and Trails

The proposed alignment would cross a county road as well as a trail (Map Reference 2).

Both of these crossings would need to be maintained in order to allow required access. Grades for approaches to the crossing should not exceed six percent for the road, and twelve percent for the trail. The road crossing will need to be equipped with cattleguards and gates on either side of the rail, while the trail would just need gates.

3.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspended AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

3.2 2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

3.2.2.8 Other Impacts and Mitigations

The Lincoln County Land Act designated parcels of land throughout the County for disposal. One of these parcels lies within the Peck Allotment. Once this parcel is sold, and becomes private property there would be a new suite of impacts not addressed within this report.

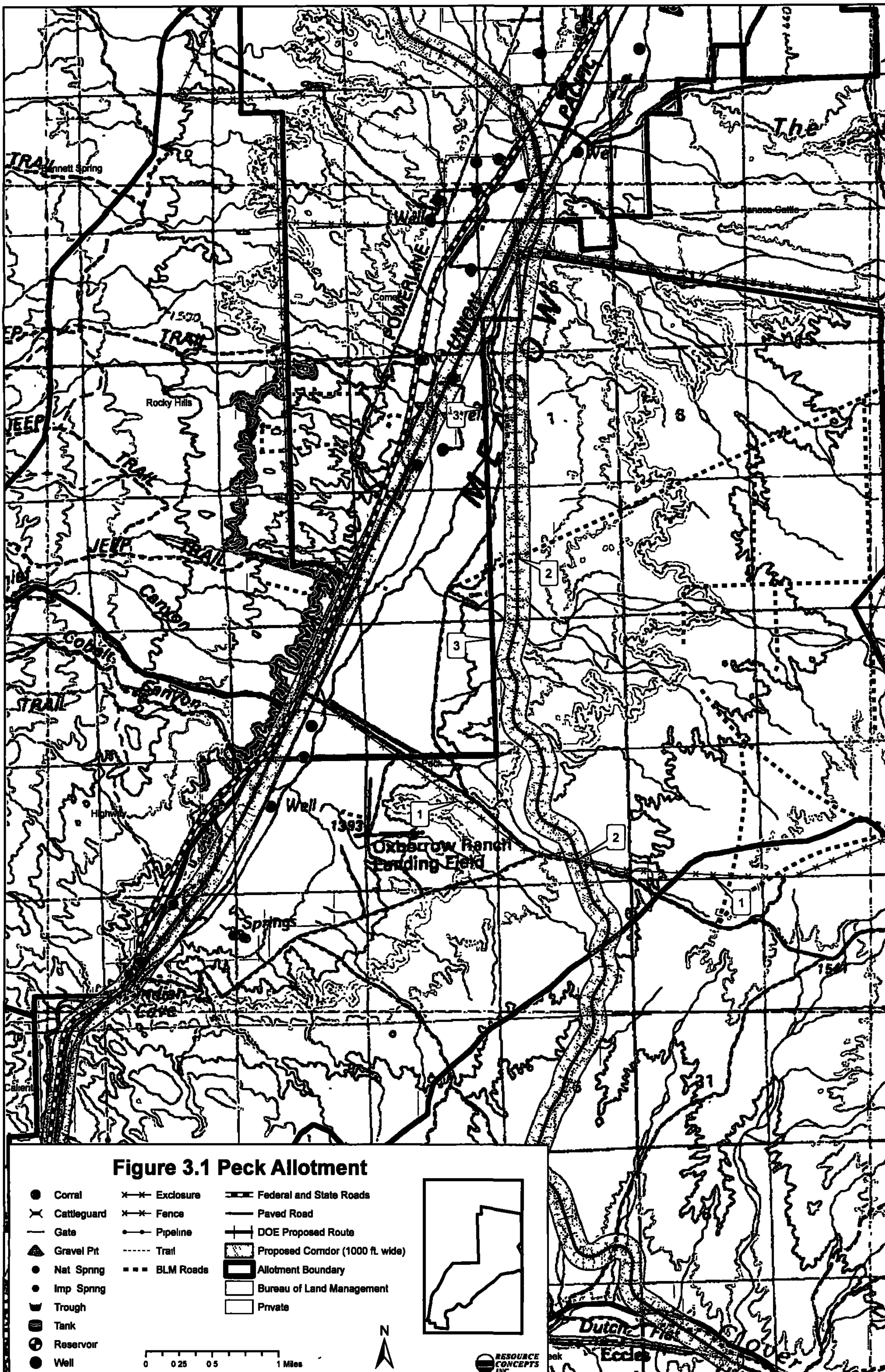
The Permittee would prefer that the alignment be located as close as possible to the western boundary (Map Reference 3) of the allotment in order to prevent isolation of a narrow strip of forage.

Table 3.2: Peck Allotment Impacted Features

Impacted Features	DOE-Proposed Route – Eccles Alternative
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	0
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	1
Other	2
ROW Acreage	642

Table 3.3: Peck Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route – Eccles Alternative
Fence Construction (miles)	10.6
Fence Removal	2 25
Gates (ea)	9
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	8
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	2



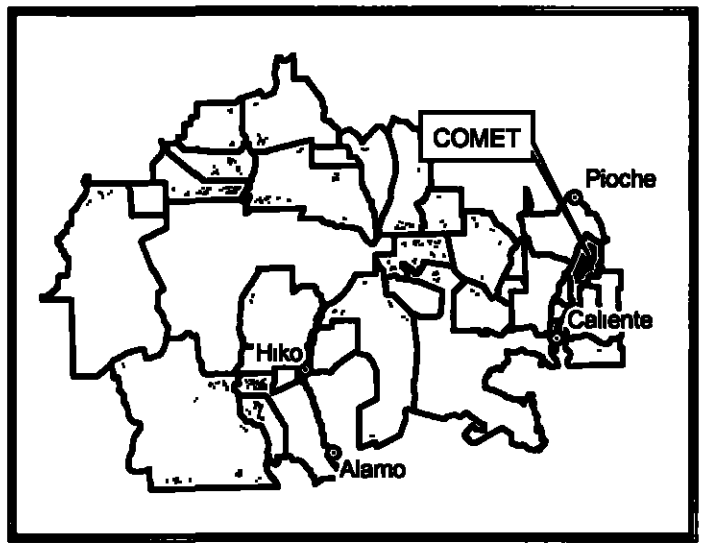
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4.0 COMET ALLOTMENT

Permittee: Lom Thompson
City/State: Las Vegas, NV

Contact: Raymond Thompson
City/State: Caliente, NV

Base Property: Land



4.1 ALLOTMENT DESCRIPTION

The Comet Allotment is approximately eight miles long north and south, and varies in width from .5 to three miles wide east and west. The south side of the allotment is approximately eight miles north of Caliente. The allotment is located west of US Highway 93. The east side of the allotment follows private property lines along Meadow Valley. The allotment surrounds the Cathedral Gorge State Park on the north end. The Park and US Highway 93 separate a portion of the north end of the allotment into a separate pasture. See Table 4.1 and Figure 4.1 for details of the allotment and the railroad route.

Table 4.1: Comet Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
10,553	10,622*	Lom Thompson	18 cattle	3/1 – 2/28	254	214	40

*A considerable amount of the private acreage is fenced land belonging to several ranches in the area.

4.1.1 Grazing System

The allotment is set up for a pasture rotation system.

4.1.2 Stockwaters and Water Rights

When cattle are on the allotment they water primarily on private land. There is a well on Airport Road that may be on BLM land at Map Reference 2. The map shows a pond on BLM land at Map Reference 3. If cattle were to use the allotment, they would water on the bottomlands in the lower elevations, and work their way up to higher elevations as they graze.

4.1.3 Existing Fencing

The allotment is divided into one large and three small pastures. See Pasture Designations 1 - 4 on the map.

4.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – COMMON SEGMENT

There are segments of three proposed railroad routes through the private land within the allotment; Caliente, Crestline, and Eccles, all of which combine into the Common Segment on public land within the allotment. Miles and acreages through the allotment are detailed in Table 4.1. All segments are proposed to enter the allotment from private land to the east, and then extend west across the allotment, exiting into the Bennett Springs Allotment.

Rail Length Within Allotment: 2.4 miles
1,000' Construction Right-of-Way Area: 291 acres

4.2.1 Fencing Preference for Proposed Rail Alignment

The current Permittee does not want fencing at this time; however the ranch is listed for sale and a new owner may have a different preference.

4.2.2 Impacts and Mitigation

4.2.2.1 Base Property

The Meadow Valley Option will impact base property, and stockwaters on base property that service the allotment. See Community At Large Report for impacts and mitigation.

4.2.2.2 Grazing System

The Common Segment Route will divide Pasture 1 into two pastures, one large pasture north of the right-of-way (ROW), and a very small pasture south of the ROW. The small pasture will be difficult to manage. Impacts cannot be specifically determined until the centerline of the track is staked. Because the track extends from the low areas of the allotment to the higher areas, it may not impede movement of cattle from the lowlands to grazing upslope. However, it may impede movement of cattle to and from the south end of Pasture 1. Even without fencing the track, this will present somewhat of a barrier to cattle, especially where there is cut and fill for the railroad pad. Cattle will tend to concentrate on the alfalfa field at Map Reference 1 because they will not be free to graze to the south of the track. Grazing use resumed on the allotment in 2005 after being in non-use since 1982. There is an unfenced alfalfa field that belongs to another party (Map Reference 1), and the Permittee did not want his cattle bloating from eating the alfalfa. There was also a missing cattleguard on the Airport Road near Cathedral Gorge State Park where cattle could drift out of the allotment. The cattleguard was replaced in 2003.

The Permittee has indicated that he plans to reconfigure fencing to better balance the pastures after construction of the track and service road

Construct three cattle crossings, either underpasses or earthen ramps with approaches not to exceed 25 percent grade The Permittee prefers underpasses so that cattle will be able to pass under the track instead of walking over it, as with construction of cattle crossings with gates. Moving cattle through gates is difficult for one person to handle.

Fencing the alfalfa field (Map Reference 1) is also mitigation for impacts to livestock movement. Fencing the field will require 6.25 miles of fence.

4.2.2.3 Existing Fence and Capital Improvements

The proposed track and service road will pass through a fence upon entering and exiting the allotment (Map References 4 & 5).

Construct a railroad cattleguard and a road cattleguard on the service road at the fences where the railroad will enter and exit the allotment. The best place for these railroad cattleguards at Map Reference 4 would be on private land so that the water source would not be cut off from use by cattle

4.2.2.4 Stockwaters and Associated Infrastructure

The proposed track and service road pass near a pond on private land (Map Reference 7) The pond at Map Reference 3 will be cut off as a water source for livestock use at the south end of Pasture 1

Construct an unspecified stockwater development north of the track, and one south of the track. The type of water development and the exact locations will be determined after the ROW is staked. One option is equipped wells with troughs.

4.2.2.5 Road and Trails

The proposed track crosses one trail in the allotment (Map Reference 6).

Construct a trail crossing with approaches not to exceed a twelve percent grade.

4.2.2.6 Vegetation and Forage

Inside the 60 acres of ROW, there will be a permanent loss of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The exact amount of forage loss cannot .be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

4.2.2.7 Loss of Livestock

There is some risk of livestock death on the track and service road if the ROW is not fenced.

Fence the ROW to reduce the chance of cattle being hit by a train. At present the Permittee does not consider this a sufficient risk to warrant fencing along the track and service road. However, if underpasses are constructed along with the track construction, the ROW fencing can be added later.

4.2.2.8 Other Impacts and Mitigations

None known.

Table 4.2: Comet Allotment Impacted Features

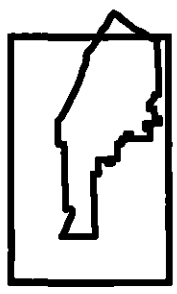
Impacted Features	Common Segment
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	2
Stockwaters within 1 mile	2
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	0
Trails (ea)	0
ROW Acreage	291

Table 4.3: Comet Allotment Mitigation Summary

Proposed Mitigation Units	Common Segment
Fence Construction (miles)	6.25
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	2
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	1
Troughs (ea)	1
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	2
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	0
Trail Crossings (ea)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	3
Underpasses (ea)	0

***Note:** These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available.*

Figure 4.1 Comet Allotment



- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat. Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Federal and State Roads
- Paved Road
- DOE Proposed Route
- Existing Railroad Tracks
- Proposed Corridor (1000 ft wide)
- Bureau of Land Management
- Private

RESOURCE CONCEPTS INC

0 0.5 1 2 Miles

N

Black Hills
Warm Springs
Panaca
Road Side
White Hills
Comet
Bennett Spring
Panaca Cattle
Rocky Hills
Highway
Peck
Little Mountain
Caliente

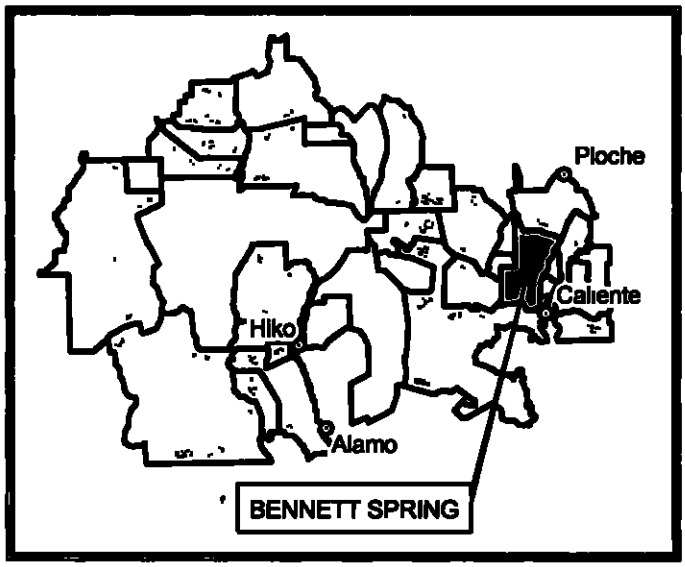
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5.0 BENNETT SPRING ALLOTMENT

Permittee: Brad Guymon
Contact: Brad Guymon
City/State: Cedar City, UT

Permittee: Thomas & Warren Williams
Contact: Thomas Williams
City/State: Cedar City, UT

Base Property: Land



5.1 ALLOTMENT DESCRIPTION

The northwest corner of the allotment is located about three miles west and slightly south of Panaca. The Chief Range runs north/south through the middle of the Bennett Spring Allotment. The southeast corner of the allotment reaches to US Highway 93 just west of Caliente. The allotment is approximately eleven miles long north and south, and varies in width from five to seven miles east and west. The only allotment boundary fence is at the northeast corner, in common with the Comet Allotment. See Table 5.1 and Figure 5.1 for details of the allotment boundary and railroad route.

Table 5.1: Bennett Spring Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
					AUMs		
Public	Private	Number/Type of Livestock		Season of Use	Total	Active	Suspended
48,677	169	Guymon	1,538 sheep	10/16 – 4/30	3,510	1,992	1,518
		Williams	1,165 sheep	10/16 – 4/30	2,655	1,506	1,149

5.1.1 Grazing System

Both Permittees use the allotment in the winter and spring. Sheep are moved about the allotment by herding and hauling water to various locations.

Guymon: This Permittee also has a permit in the Black Canyon Allotment. Mr. Guymon combines sheep from both allotments into one operation and grazes them as if the two allotments were one.

Williams: This Permittee also has permits in the Klondike Allotment and the Black Canyon Allotment. The Williams' combine sheep from all three allotments into one operation and graze them as if the three allotments were one.

5.1.2 Stockwaters and Water Rights

Bennett Spring is located on private land. It is the primary source of water for the Bennett Spring Allotment (Map Reference 1) Water from Bennett Springs is also hauled to the Black Canyon Allotment to the west, and the Highland Peak Allotment to the north. Klondike Spring (Map Reference 2) and the George Roger Well (Map Reference 3) just inside the Klondike Allotment to the west are used to supply water for grazing on the west side of the Chief Range.

5.1.3 Existing Fencing

The only allotment boundary fence is at the northeast corner, in common with the Comet Allotment.

5.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – COMMON SEGMENT

The Common Segment railroad alternative is the proposed route through the Bennett Spring Allotment. The railroad track and service road will enter in the northeast corner of the allotment from the Comet Allotment, then trend west toward Bennett Springs. The railroad will come within .75 miles of Bennett Spring and trend to the south before sweeping northwest, passing over Bennett Pass (Map Reference 4) and exiting into the Black Canyon Allotment.

Rail Length Within Allotment: 10.27 miles
1,000' Construction Right-of-Way Area: 1,245 acres

5.2.1 Fencing Preference for Proposed Rail Alignment

Both Permittees are opposed to fencing the proposed right-of-way (ROW) of the Common Segment Route.

5.2.2 Impacts and Mitigation

5.2.2.1 Base Property

There are no apparent impacts to Base Property.

5.2.2.2 Grazing System

The proposed track and service road will surround Bennett Spring (Map Reference 1), the primary water source for the allotment, on three sides. This will greatly reduce the acres of range that can be grazed without crossing the proposed track and service road.

The track and service road present sheep management problems that cannot be mitigated satisfactorily. Partial mitigation can be obtained by constructing sheep crossings every mile along the track consisting of earth ramps 100 feet long with approaches not to exceed 25 percent. Additional sheep crossings will be needed in the Bennett Spring area. This mitigation will require a total of fourteen sheep crossings. Road crossings proposed at Map References 6 and 7 can be expanded into sheep crossings. The Permittees will determine the locations after the centerline of the track is staked.

5.2.2.3 Existing Fence and Capital Improvements

The track and service road will cross a fence upon entering the allotment at Map Reference 5.

Install a railroad cattleguard and a road cattleguard on the service road in the fence opening at Map Reference 5.

5.2.2.4 Stockwaters and Associated Infrastructure

The proposed track and service road are within less than one mile of the primary source of water for the allotment, Bennett Spring (Map Reference 1).

Installation of 2.5 miles of pipeline from Bennett Spring with sheep water troughs would be necessary to bring water into the Chief Pasture at Map Reference 9. This location is offered as a possibility only. The actual location will need to be determined onsite.

5.2.2.5 Road and Trails

The proposed track and service road will cross three roads used for hauling water (Map References 6, 7, and 8). The track will interrupt traffic along these roads.

Construct a road crossing over the track at each road. Approaches are not to exceed six percent grade.

5.2.2.6 Vegetation and Forage

Inside the 257 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

5.2.2.7 Loss of Livestock

Leaving the ROW unfenced increases the risk of sheep being hit by trains.

Fence the ROW with sheep fencing. Cattle fencing is not sufficient to hold sheep.

5.2.2.8 Other Impacts and Mitigations

Both Permittees emphasize that putting the railroad in the proposed location will ruin the allotment and put them out of business. The alignment separates the vast majority of the allotment from Bennett Spring which is a principle source of water.

The alignment surrounds the Bennett Spring water and the Bennett Spring private land which is base property. Bennett Spring is certificated and a private property right. The Bennett Spring land is private property. The alignment will degrade the values of the private water and the private land in addition to rendering the allotment virtually useless for their sheep operation.

Only moving the alignment elsewhere will mitigate the impacts. Failure to move the alignment will impose irreversible impacts on both sheep operations with irretrievable commitments of private resources.

5.3 PROPOSED RAILROAD ALIGNMENT – ANTELOPE ALTERNATIVE ROUTE

The Antelope Alternative Route would follow the south side of Antelope Canyon, located in the south end of the Bennett Springs Allotment. This route is viable only if it continues to extend westward toward Dry Lake Valley and beyond. The route is the gateway to several alignment options, and would significantly shorten the total mileage of the proposed railroad project. The route could eventually tie back into the proposed route near the Lincoln County-Nye County boundary, or could continue directly through the Nevada Test and Training Range to the Nevada Test Site. This alternative should be explored fully for viability and potential impacts, subsequently comparing it to the proposed route.

The Antelope Alternative Route would enter the allotment from the east, traveling up Antelope Canyon from the Caliente Allotment. This route would run in a westerly direction across the south end of the allotment for a distance of seven miles.

There are two alignment options (Antelope Alternative-A and Antelope Alternative-B) for this route. Approximately half the distance from the eastern boundary to the western boundary of the allotment, the A and B routes split from a common route and follow different canyons to pass across the Chief Range. Antelope Alternative-A follows an undeveloped canyon until it reaches an established road just before exiting the allotment and entering the Cliff Springs Allotment. Antelope Alternative B follows an established road known as Old Highway 93. See Figure 5.1 for details of the Antelope Route.

Rail Length Within Allotment: 7 miles
1,000' Construction Right-of-Way Area. 849 acres

5.3.1 Fencing Preference for Proposed Rail Alignment

No fence.

5.3.2 Impacts and Mitigation

5.3.2.1 Base Property

There is no apparent impact to base property.

5.3.2.2 Grazing System

Mr. Guymon reports rare use of Antelope Canyon for his sheep grazing operation. Thus the Antelope Route would have a minimal impact to the grazing operation.

Mr. Williams reports some use of the canyon, hence the Antelope Route would have some impact to his grazing operation. If this route is chosen, Mr. Williams prefers the railroad be aligned on the south side of the canyon to minimize the impacts.

Construct the railroad on the south side of the canyon. Construct seven sheep crossings along the track, with locations to be determined by the Permittees.

5.3.2.3 Existing Fence and Capital Improvements

The track and service road will cross a fence at the exit point into the Cliff Allotment, leaving an opening for cattle to drift into or out of the allotment.

Install a railroad cattleguard, and a road cattleguard on the service road.

5.3.2.4 Stockwaters and Associated Infrastructure

Klondike Spring is the closest water source, four miles away. The railroad will not impact the service area of this stockwater. There is some water in the canyon during periods of runoff. Otherwise water is hauled for sheep use.

No stockwater mitigation recommended.

5.3.2.5 Road and Trails

The Antelope Route would follow an existing roadway, Old Highway 93. The alignment will create engineering issues such as how to blend the railroad and road into a working transportation route for all uses.

The railroad will cross two trails.

Close coordination will be necessary between the DOE, BLM, and County Roads Department to design a workable route for both the road and railroad. The use of the existing road as the railroad service road is a possibility.

Construct trail crossings on each trail with approaches not to exceed six percent grade.

5.3.2.6 Vegetation and Forage

Inside the ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

5.3.2.7 Loss of Livestock

There is an increased risk of sheep death from collisions if the ROW is not fenced.

Fencing the ROW will reduce the chance of sheep death from collisions. However, both Permittees are opposed to fencing the ROW, believing fencing will cause more problems than it will solve.

5.3.2.8 Other Impacts and Mitigations

With either route, it is important to develop another water source in the Chief Pasture. This could be an equipped well with a set of sheep troughs.

Both Permittees prefer the Antelope Route over the Common Segment because of fewer impacts to their grazing operations with the Antelope Route.

Brad Guymon is of the opinion that the railroad should begin in Caliente. He proposes the following:

> The railroad to travel west along US Highway 93, then trend northwest up Antelope Canyon and go over the pass of the Burnt Springs Range into the Dry Lake Valley and continue west. This route is much shorter.

Table 5.2: Bennett Spring Allotment Impacted Features

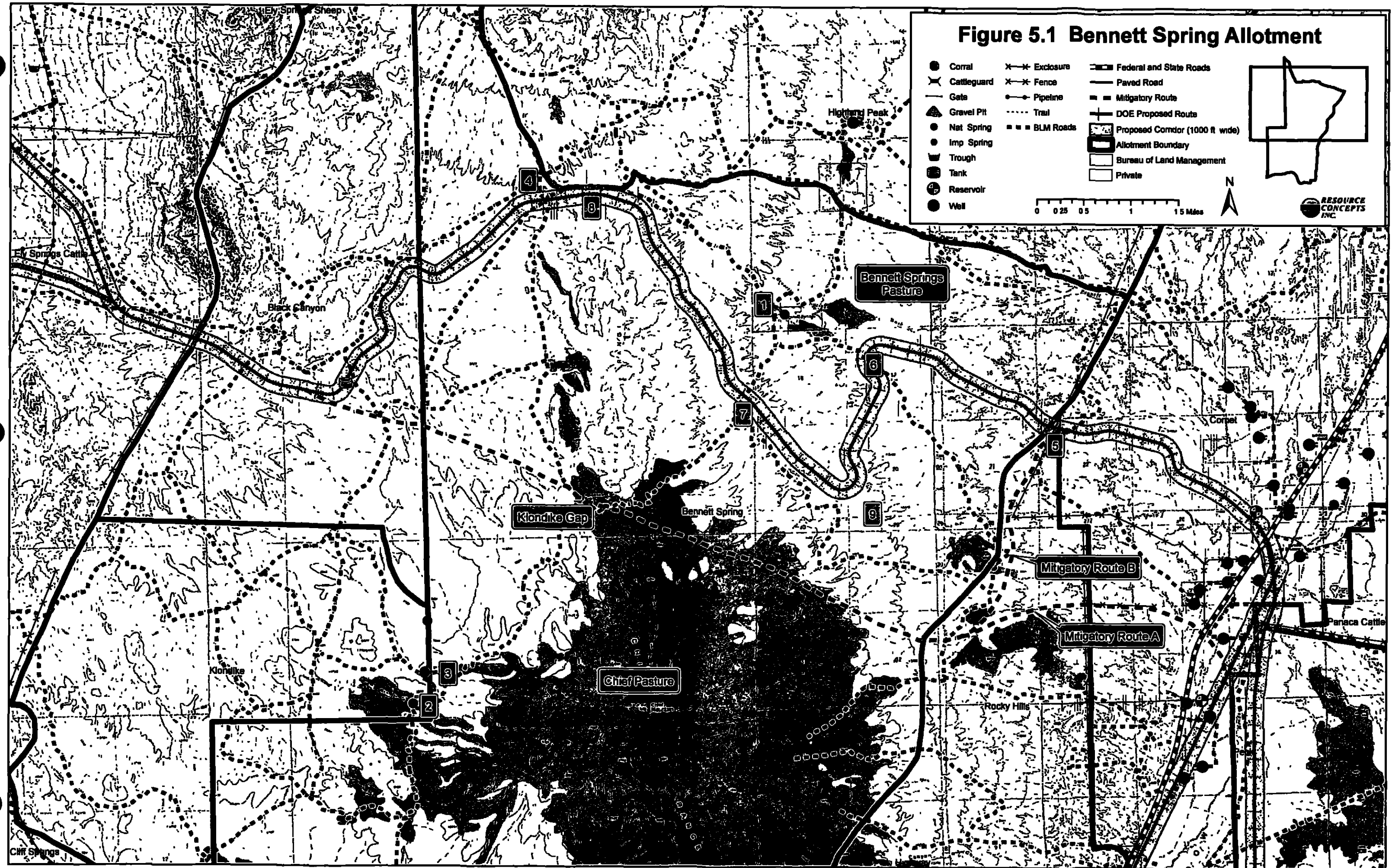
Impacted Features	Common Segment	Mitigatory Route – Antelope Canyon
Base Property (land)	1	0
Base Property (water within 4 miles)	0	0
Base Property (water within 1 mile)	0	0
Base Property (pipeline crossings)	0	0
Existing Fencing (ea)	1	0
Capital Improvements	0	0
Stockwaters within 4 miles	1	0
Stockwaters within 1 mile	1	0
Creeks (ea)	0	0
Pipelines (ea)	1	0
Roads (ea)	3	0
Trails (ea)	0	0
ROW Acreage	1,245	0

Table 5.3: Bennett Spring Allotment Mitigation Summary

Proposed Mitigation Units	Common Segment	Mitigatory Route – Antelope Canyon
Fence Construction (miles)	0	0
Fence Removal	0	0
Gates (ea)	0	0
Railroad Cattleguards (ea)	1	0
Road Cattleguards (ea)	1	0
Grazing Management Plan	1	0
Corral Relocation	0	0
Chute Relocation	0	0
Wells (ea)	0	0
Troughs (ea)	2	0
Springs (ea)	0	0
Creek Crossings (ea)	0	0
Unspecified Stockwaters (ea)	1	0
Pipeline Crossings (ea)	1	0
Pipeline Construction (miles)	2 5	0
Road Crossings (ea)	3	0
Trail Crossings (ea)	0	0
Sheep Crossings (ea)	14	0
Cattle Crossings (ea)	0	0
Underpasses (ea)	0	0
Other	1	0

Note: *These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available*

Figure 5.1 Bennett Spring Allotment



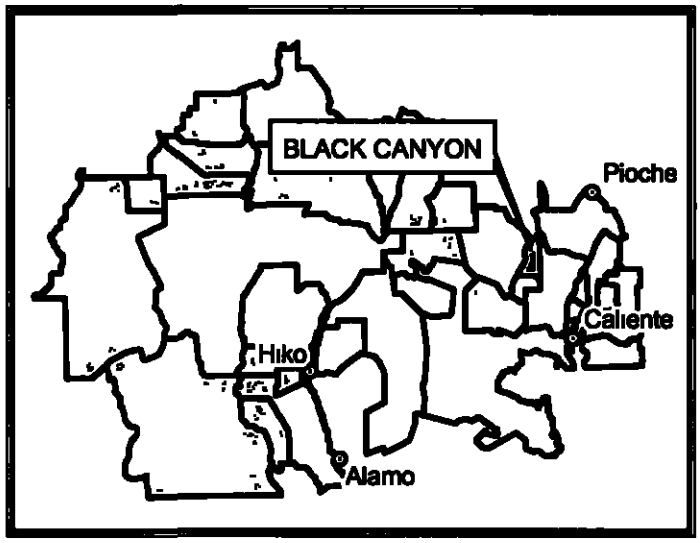
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6.0 BLACK CANYON ALLOTMENT

Permittee: Brad Guymon
Contact: Brad Guymon
City/State: Cedar City, UT

Permittee: Thomas & Warren Williams
Contact: Thomas Williams
City/State: Cedar City, UT

Base Property: Water



6.1 ALLOTMENT DESCRIPTION

The east side of the Black Canyon Allotment is located approximately ten miles west of Panaca. The allotment is approximately eight miles long on the east side where it has an unfenced common boundary with the Bennett Spring Allotment. The southern side has a common boundary about 4.5 miles long with the Klondike Allotment, which is unfenced. See Table 6.1 and Figure 6.1 for details of the allotment and railroad route.

Table 6.1: Black Canyon Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
8,636	0	Guymon	518 sheep	10/16 – 4/30	946	770	176
		Williams	260 sheep	10/16 – 4/30	423	335	88

6.1.1 Grazing System

Sheep are moved about the allotment to take advantage of water sources and regulate grazing use.

Guymon: This Permittee has a permit for use in the Bennett Spring Allotment as well, and combines his sheep for both permits, operating as if both allotments are one grazing unit

Williams: This Permittee also have permits in the Bennett Spring Allotment to the east, and the Klondike Allotment to the south. They combine sheep from all three allotments and treat them as one allotment.

6.1.2 Stockwaters and Water Rights

There are four stockwater sources in the allotment. The first two are base property waters

1. The George Roger Well is located at the extreme southeast corner of the allotment (Map Reference 1).
2. The Klondike Spring is located south of the southeast corner of the allotment (Map Reference 2).
3. Water is hauled for livestock use from Bennett Springs in the Bennett Springs Allotment to the east.
4. During the wet season there are puddles of water on the range that provide a seasonal water source.

6.1.3 Existing Fencing

The western side of the allotment shares a boundary with the Ely Springs Allotment, which is fenced along some portions, or divided by a topographic formation called The Bluffs along other parts of the boundary. The allotment is not fenced into pastures.

6.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – COMMON SEGMENT

The Common Segment of the proposed railroad and service road will enter the allotment near the middle of the east side, from the Bennett Spring Allotment. The track and service road trend southwest, then back northwest and exit into the Ely Springs Allotment.

Three mitigatory routes are proposed for the Ely Springs Cattle Allotment. The Klondike Option would pass through the Klondike Gap in the Bennett Spring Allotment, and enter the Black Canyon Allotment at Map Reference 6 It will join the Common Segment at Map Reference 7, continue westerly, and exit the allotment at Map Reference 3. The A1 and A2 options will enter the Ely Springs Cattle Allotment from the Black Canyon Allotment, necessitating the modification of the Common Segment option and the Mitigatory Route already detailed in the Black Canyon Allotment.

Rail Length Within Allotment: 3.42 miles
1,000' Construction Right-of-Way Area. 415 acres

6.2.1 Fencing Preference for Proposed Rail Alignment

Both Permittees agree that the proposed track and service road should not be fenced

6.2.2 Impacts and Mitigation

6.2.2.1 Base Property

The George Roger Wall and Klondike Spring are base property waters. The track will cross 2 roads used for hauling base property water (Map References 4 and 5).

Develop the unspecified stockwater source and two road crossings.

6.2.2.2 Grazing System

The alignment of the proposed track will impede sheep movement.

Construct three sheep crossings, 100 feet wide with approaches not to exceed 25 percent grade.

6.2.2.3 Existing Fence and Capital Improvements

The proposed track and service road will cross a fence where they exit the allotment, allowing animals to enter and exit the allotment at will. See Map Reference 3. The point of entry has no fence.

Install a railroad cattleguard and road cattleguard on the service road in the fence opening where the track and service road exit the allotment.

6.2.2.4 Stockwaters and Associated Infrastructure

The service area from the George Roger Well and the Klondike Spring will be impacted by the proposed track and service road on the north. The four-mile radius service area from the base property water extends approximately 1.5 miles north of the proposed track and service road.

Develop one unspecified stockwater source north of the railroad, possibly an equipped well with a set of sheep troughs.

6.2.2.5 Road and Trails

The track will cross two roads used for hauling water (Map References 4 and 5).

Construct road crossings on both roads with approaches not to exceed six percent grade. The road crossings should be modified to double as sheep crossings. The service road may also serve as a water-hauling route.

6 2.2 6 Vegetation and Forage

Inside the 86 acres of right-of-way (ROW), there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

6.2.2.7 Loss of Livestock

Leaving the ROW unfenced increases the risk of animal train collisions.

Fencing the ROW may reduce the chances of sheep death from collisions on the track. However, the Permittees feel that fencing will create greater problems and are opposed to fencing the ROW.

6.2.2.8 Other Impacts and Mitigations

None known.

6.3 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – A1 MITIGATORY ROUTE

A1 is a modification of the Common Segment option. After entering the allotment from the Bennett Spring Allotment at Map Reference 8, the railroad would trend northwest, traveling adjacent to an existing road and exiting at Map Reference 9.

Rail Length Within Allotment: 3 miles
1,000' Construction Right-of-Way Area: 364 acres

6.3.1 Fencing Preference for Proposed Rail Alignment

No fence.

6.3.2 Impacts and Mitigation

6.3.2.1 Base Property

The George Roger Wall and Klondike Spring are base property waters. The track will cross 2 roads used for hauling base property water (Map References 4 and 5).

Develop the unspecified stockwater source and two road crossings.

6.3.2.2 Grazing System

The railroad will be an impediment to sheep movement throughout the allotment, especially for lambs.

Construct three sheep crossings along the track, to be determined collaboratively by the BLM and the Permittees. Crossings should be earth ramps 100 feet long with approaches not to exceed 25 percent grade.

6.3.2.3 Existing Fence and Capital Improvements

The A1 mitigatory route would pass through one fence as it exits the allotment, leaving an opening for livestock to drift in and out of the allotment at will.

Install a railroad cattleguard and a road cattleguard on the service road in the fence opening.

6.3.2.4 Stockwaters and Associated Infrastructure

The closest stockwaters to the route are four miles to the south at the George Roger Well (Map Reference 1), and the Klondike Spring (Map Reference 2). The route is at the outer edge of the two water sources. Livestock watering in the area the route would travel through is dependent on water hauling and precipitation events.

Develop an unspecified water source for livestock north of the A1 option.

6.3.2.5 Road and Trails

Depending on the final alignment, the route may cross two roads (Map References 10, 11), interrupting traffic movement.

The alignment of the railroad adjacent to an existing road may cause additional impacts, and engineering considerations to blend the two into an operational travel route. This road is used for water hauling and must be kept open when sheep are grazing in the area

Construct a road crossing on each of the road/railroad intersections, with approaches not to exceed six percent grade. Modify the width of the crossings to 100 feet to accommodate sheep

6.3.2.6 Vegetation and Forage

Inside the ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM grazing permit reduction.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. See Volume I Impact Analyses, Section 4.1.9.1 Disturbed Area Rehabilitation.

6.3.2.7 Loss of Livestock

There is a risk of sheep-train collisions if the ROW is not fenced.

Fence the ROW. However, the Permittees feel that fencing the ROW will create more problems than it will solve.

6.3.2.8 Other Impacts and Mitigations

None known.

6.4 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – A2 MITIGATORY ROUTE

Figure 6.1 shows a Mitigatory Route A2. This was proposed by the permittee in Ely Springs Allotment as an alternative to mitigate impacts in the Ely Springs Allotment. The A2 Route starts about a third of a mile inside the Black Canyon Allotment West boundary and proceeds west into the Ely Springs Allotment. The third of a mile is deemed inconsequential to the Black Canyon Allotment and is not analyzed here.

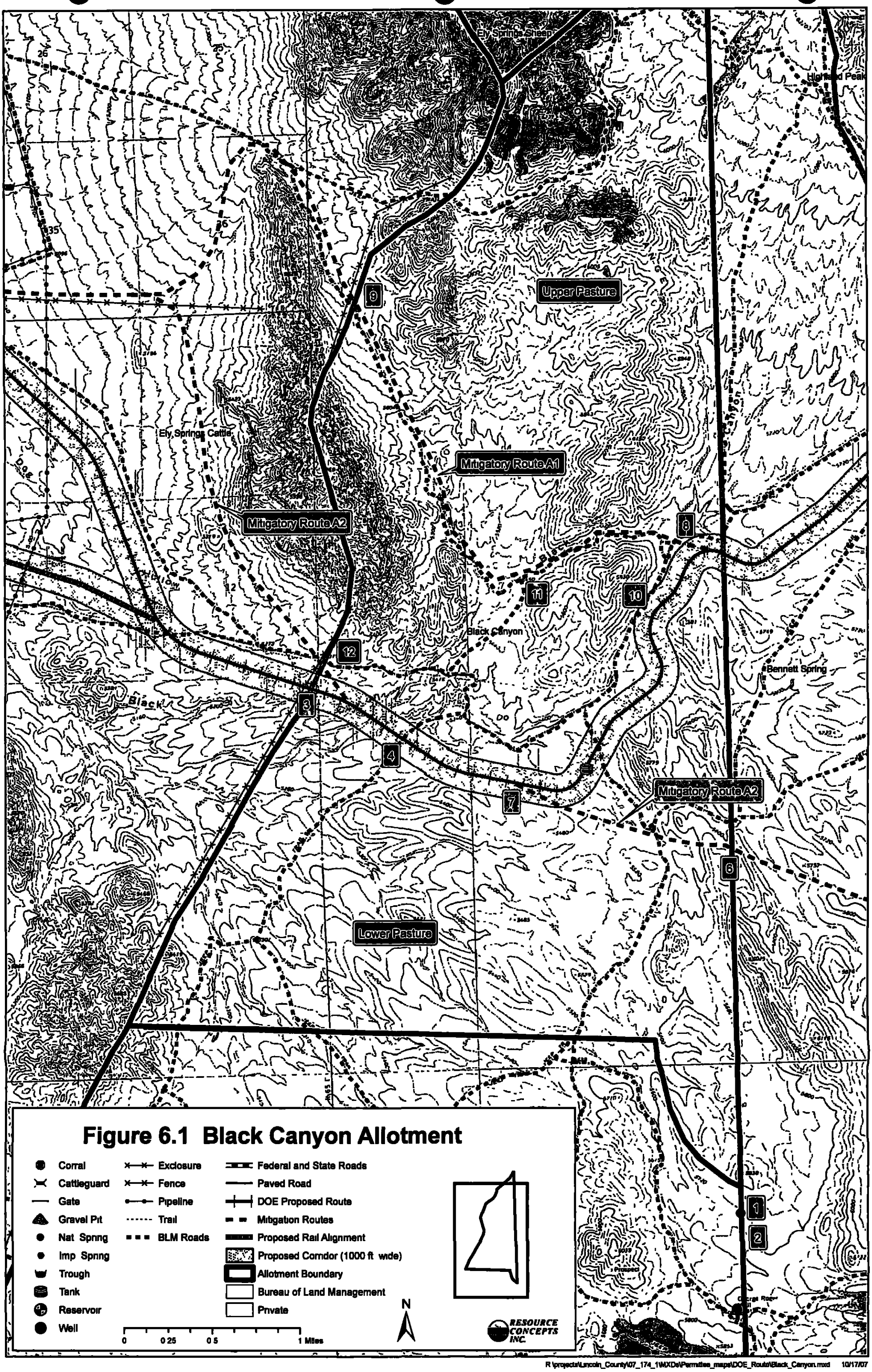
Table 6.2: Black Canyon Allotment Impacted Features

Impacted Features	Common Segment	A1
Base Property (land)	0	0
Base Property (water within 4 miles)	2	0
Base Property (water within 1 mile)	0	0
Base Property (pipeline crossings)	0	0
Existing Fencing (ea)	0	0
Capital Improvements	0	0
Stockwaters within 4 miles	2	2
Stockwaters within 1 mile	0	0
Creeks (ea)	0	0
Pipelines (ea)	0	0
Roads (ea)	0	2
Trails (ea)	0	0
ROW Acreage	415	NA

Table 6.3: Black Canyon Allotment Mitigation Summary

Proposed Mitigation Units	Common Segment	A1
Fence Construction (miles)	0	0
Fence Removal	0	0
Gates (ea)	2	0
Railroad Cattleguards (ea)	1	1
Road Cattleguards (ea)	1	1
Grazing Management Plan	1	1
Corral Relocation	0	0
Chute Relocation	0	0
Wells (ea)	0	0
Troughs (ea)	1	1
Springs (ea)	0	0
Creek Crossings (ea)	0	0
Unspecified Stockwaters (ea)	1	1
Pipeline Crossings (ea)	0	0
Pipeline Construction (miles)	0	0
Road Crossings (ea)	2	1
Trail Crossings (ea)	0	0
Sheep Crossings (ea)	3	3
Cattle Crossings (ea)	0	0
Underpasses (ea)	0	0

***Note:** These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available.*

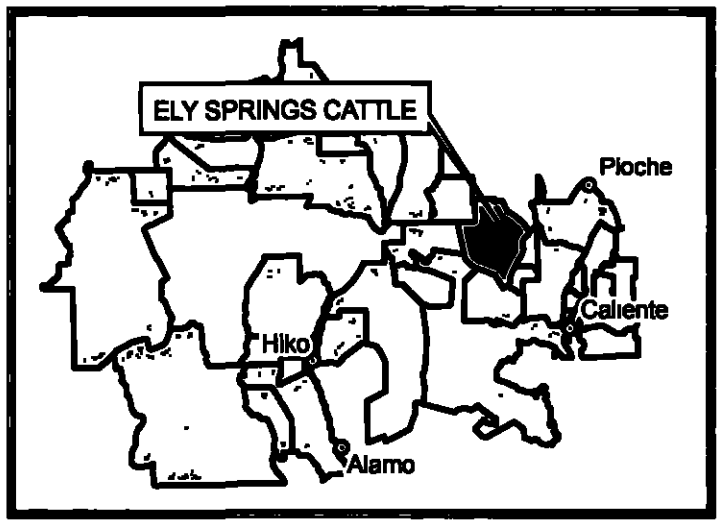


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7.0 ELY SPRINGS CATTLE ALLOTMENT

Permittee: Laird Whipple
Contact: Laird Whipple
City/State: Panaca, Nevada

Base Property: Water - Ely Spring



7.1 ALLOTMENT DESCRIPTION

The Ely Springs Allotment is located on the east side of Dry Lake Valley, approximately 14 miles west of Panaca. It encompasses the northern portion of the Burnt Springs Range, and is bound to the east by the Black Canyon Range and to the north by the Ely Springs Range. Ely Springs proper is situated in the north-central portion of the allotment.

Table 7.1: Ely Springs Cattle Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs Total	AUMs Active	AUMs Suspended
57,240	606	Whipple	354 Cattle	03/01 – 02/28	4,848	4,248	600

7.1.1 Grazing System

Grazing in this allotment is year-round. A four pasture rotational system has been established to provide rest to forage species in given pastures at specific parts of the year. Two smaller holding pastures are also situated in the northern portion of the allotment. All pastures are completely enclosed either by fencing or a combination of fencing and geographical barriers.

The Permittee also holds a grazing permit on the adjacent Ely Springs Sheep Allotment for 259 cattle and 1,805 AUMs, 600 of which are currently suspended. A recently completed grazing management plan has combined the Ely Springs Cattle and Sheep Allotments, allowing for an expanded rotational grazing system.

7.1.2 Stockwaters and Water Rights

The allotment is watered by a system of pipelines and stockwater tanks. All water for this system originates at the base property for this allotment, Ely Springs. All water rights are certified, and commingled. This means that the delivery point of the water can be changed. There are also several dirt ponds located within the allotment. Coyote Wash runs parallel to the west side of the allotment and fills two of these ponds.

7.1.3 Existing Fencing

The allotment is entirely fenced with several exceptions on the eastern boundary. The unfenced portions of the Burnt Springs Range, "The Bluffs" and the Black Canyon Range are inaccessible by cattle due to steep topography.

7.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

This allotment would be impacted by both the Department of Energy proposed route and the Lincoln County Short Route. The impacts and requested mitigation for the Lincoln County Short Route can be found in Chapter 25. The DOE proposed route runs across the entire length of the Ely Springs Cattle Allotment. The route cuts across the center of the allotment from the middle of the eastern boundary to the northeastern corner of the allotment.

Rail Length Within Allotment: 11.46 miles
1,000' Construction Right-of-Way Area: 1,389 acres

7.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee is opposed to fencing the rail as long as train speeds are kept under 40 mph. If train speeds were to exceed 40 mph the Permittee would like to complete a new evaluation.

7.2.2 Impacts and Mitigation

7.2.2.1 Base Property

Although Ely Springs itself would not be directly impacted by the propose line, the water delivery system from the base property would be disturbed. A system of existing pipelines delivers water from Ely Springs to the southern portion of the allotment. Water rights from the spring are certified and commingled, so moving the point of delivery in the future could be greatly impacted for the southern portion of the allotment.

Mitigation needs to include continuation of water delivery during construction and following installation of the rail. A protective conduit for all pipelines needs to be provided, and a maintenance agreement established. A protocol for having to cross the rail for future changes in point of delivery would also have to be established.

7.2.2.2 Grazing System

The proposed alignment would cross three of the four established pastures. In each of these three cases the rail would subdivide the pastures, and Section off several very small portions of those pastures. The rail would also hamper free movement of cattle within each of the pastures, and alter cattle behavior. This would result in the need for additional manpower in order to condition cattle for several years until they become accustomed to the rail.

As mitigation, the Permittee would request eleven cattle crossings consisting of earthen ramps with approaches not to exceed 25 percent grade. The Permittee would like to participate in determining the locations of the cattle crossings after the centerline of the right-of-way (ROW) is staked. The alterations to the allotment would also likely require revisions to the recently completed BLM Grazing Management Plan.

7.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment. In addition, two interior pasture fences would be crossed.

Mitigation for fence crossings would require two in-rail cattleguards at either end of the allotment as well as two in-rail cattleguards at the interior pasture fences. Roadway cattleguards and gates would also be required in these four locations as well as gates (the eastern boundary fence impacts and mitigations have already been tabulated in the Black Canyon Allotment Analysis).

7.2.2.4 Stockwaters and Associated Infrastructure

Pipelines originating at Ely Springs provide water distribution to the allotment. The proposed alignment would cross these existing pipelines in five different locations. The proposed alignment would also cross three different sub-drainages of the Coyote Wash, which is used as a source of stockwater. The proposed alignment would pass within 4 miles of eleven different stockwater sources with Pastures 1, 2, and 4. Those stockwaters within Pasture 3 were disregarded as they are on the opposite side of an allotment fence. Of the eleven stockwaters within 4 miles in Pastures 1, 2, and 4 seven are would be within one mile of the proposed alignment.

In order to mitigate these impacts, all existing pipes should be encased in large diameter steel or RCP pipes at crossing locations. Culverts should be installed in the three sub-drainages of the Coyote Wash (Map Reference 1), and sized appropriately to pass peak flows. It is imperative that water delivery from the existing pipelines and Coyote Wash is not interrupted during construction or operation of the rail. Due to the pasture arrangement it would be difficult or impractical to move all 7 stockwaters within 1 mile of the proposed rail. However, the Permittee requests at least 3 new troughs be installed and connected to the existing pipeline network. This would require approximately 1.5 miles of pipeline.

7.2.2.5 Road and Trails

The proposed alignment crosses a County Road in three locations, and parallels it for one stretch. The alignment would also cross three trails.

The County Road will require three road crossings with approaches not to exceed six percent grade, the road would also have to be realigned for about 1.5 miles. The trail crossings will require crossings as well with approaches not to exceed twelve percent.

7.2.2.6 Vegetation and Forage

A permanent loss of forage would occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail. Inside the 1,834 acres of ROW, there will be a permanent displacement of forage

from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

7.2.2.7 Loss of Livestock

The proposed alignment would pose a risk of livestock death due to train collisions.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

7.2.2.8 Other Impacts and Mitigations

Currently a fiber optics line runs across the allotment. The Permittee expressed concern over the potential impacts or damage to the line during construction of the rail.

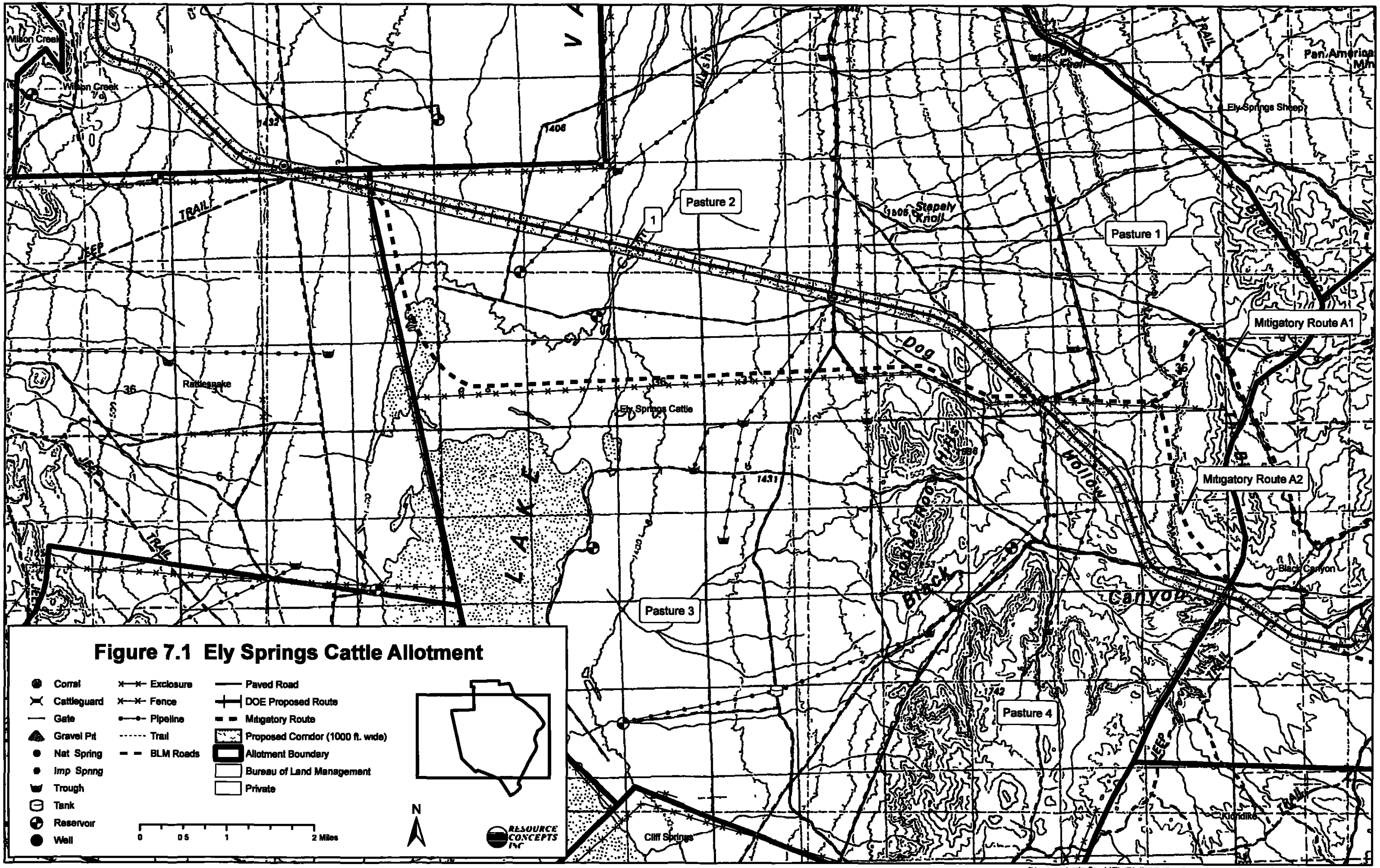
The Permittee proposed two mitigatory route options that would reduce the overall impacts to the current cattle management system. The routes are labeled A1 and A2 on the attached map Route A1 would enter the allotment from the Black Canyon Allotment about 2.25 miles north of the proposed DOE route. After entering the allotment the alignment would travel north and adjacent to an existing road following the eastern edge of, and then curving around the north tip of "The Bluffs". The alignment would then break south to the pasture fence that separates the northern two pastures from the southern two pastures. It would follow the pasture fence to the western portion of the allotment before breaking north to meet up with the proposed DOE alignment. The A1 alignment would result in a change in alignment within the Black Canyon Allotment. Route A2 would enter the allotment approximately 0.25 miles north of the proposed DOE alignment, trending north along the western toe of "The Bluffs" until it reaches the east-west pasture fence that it would follow east across the allotment before breaking north the re-join the DOE proposed alignment. Impacts and mitigation alternative for the mitigatory routes would be very similar to those discussed for the DOE proposed alignment. As such, they are not discussed, but rather simply summarized in the following tables.

Table 7.2: Ely Springs Cattle Allotment Impacted Features

Impacted Features	DOE Proposed Route	Proposed Mitigatory Route A1	Proposed Mitigatory Route A2
Base Property (land)	0	0	0
Base Property (water within 4 miles)	11	11	11
Base Property (water within 1 mile)	7	7	7
Base Property (pipeline crossings)	5	5	5
Existing Fencing (ea)	3	2	3
Capital Improvements	0	1	1
Stockwaters within 4 miles	12	12	12
Stockwaters within 1 mile	7	6	6
Creeks (ea)	3	2	2
Pipelines (ea)	5	4	4
Roads (ea)	3	3	3
Trails (ea)	3	4	4
ROW Acreage	1,389	-	-

Table 7.3: Ely Springs Cattle Allotment Mitigation Summary

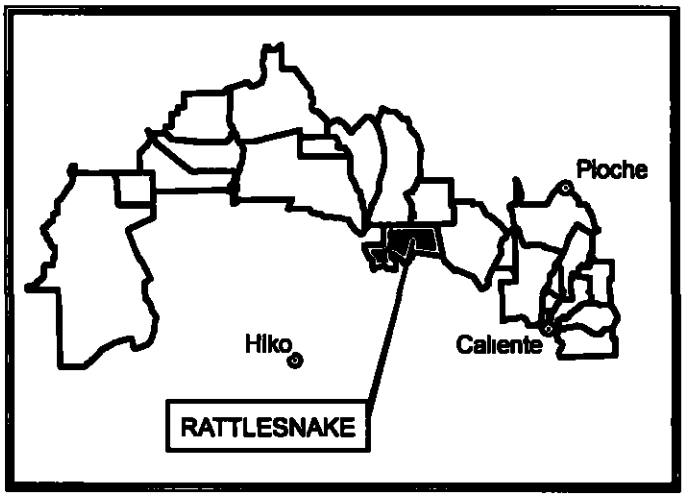
Proposed Mitigation Units	DOE Proposed Route	Proposed Mitigatory Route A1	Proposed Mitigatory Route A2
Fence Construction (miles)	0	0	0
Fence Removal	0	0	0
Gates (ea)	3	5	7
Railroad Cattleguards (ea)	3	2	3
Road Cattleguards (ea)	3	2	3
Grazing Management Plan	1	1	1
Corral Relocation	0	1	1
Chute Relocation	0	0	0
Wells (ea)	0	0	0
Troughs (ea)	3	2	2
Springs (ea)	0	0	0
Creek Crossings (ea)	3	2	2
Unspecified Stockwaters (ea)	0	0	0
Pipeline Crossings (ea)	5	4	4
Pipeline Construction (miles)	1 5	5.5	5.5
Road Crossings (ea)	3	3	3
Trail Crossings (ea)	3	4	4
Road / Trail Realignment (miles)	2 5	0	0
Sheep Crossings (ea)	0	0	0
Cattle Crossings (ea)	5	6	6
Underpasses (ea)	0	0	0


Wilson Creek
Wilson Creek
TRAIL
SEP
Rattlesnake
36
Ely Springs Cattle
Pasture 2
1
Pasture 3
Pasture 1
Stepely Knoll
Wash
Dog
Pan American Mine
Ely Springs Sheep
Mitigatory Route A1
Mitigatory Route A2
Black Canyon
Canyon
Pasture 4
Kiondike
Cliff Springs
JEEP
TRAIL
1432
1408
1431
1742
1853
1886
1806
1360
Figure 7.1 Ely Springs Cattle Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Paved Road
DOE Proposed Route
Mitigatory Route
Proposed Corridor (1000 ft. wide)
Allotment Boundary
Bureau of Land Management
Private
0
0.5
1
2 Miles
N
RESOURCE CONCEPTS Inc
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8.0 RATTLESNAKE ALLOTMENT

Permittee: Dean Carter and Sons
Contact: Dean Carter
City/State: Minersville, UT

Base Property: Water



8.1 ALLOTMENT DESCRIPTION

The north end of the Rattlesnake Allotment is located approximately 23 miles west of Panaca. The allotment is approximately eleven miles long east and west and about four to five miles wide north and south. See Table 8-1 and Figure 8.1 for details of the allotment boundary.

Table 8.1: Rattlesnake Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs Total	AUMs Active	AUMs Suspended
34,946	0	Carter & Sons	158 cattle	10/16 – 5/30	1,504	1,180	324

8.1.1 Grazing System

Cattle are free to move about the allotment at will. The Permittee reports that his cattle make almost no use west of the North Pahroc Range. The Pahroc Burn is a newly seeded and fenced area on the allotment. Once it is open this summer, it will probably be grazed yearly.

8.1.2 Stockwaters and Water Rights

The area east of the North Pahroc Range is watered by a pipeline fed by the Rattlesnake Spring and a tank located at Map Reference 1. At Map Reference 2 there is a tank fed by a pipeline coming into the allotment from the Wheatgrass Spring to the south.

8.1.3 Existing Fencing

The allotment has one division fence built to protect the Pahroc Burn on the eastern slope of the North Pahroc Range. The fence will be a permanent feature of the allotment and creates a second pasture.

The allotment is fenced on the east side at the common boundary with the Ely Springs Allotment, and on the north side at the common boundary with the Thorley Use Area up to the North Pahroc Range. There is no fence west of the North Pahroc Range at the common boundary with the Deadman Use Area. The west side of the allotment is unfenced, and the south side is fenced.

8.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The proposed track and service road will enter from the Ely Springs Allotment to the east, traveling less than one mile across the Rattlesnake Allotment before exiting into the Thorley Use Area to the north. Until the centerline of the right-of-way (ROW) is staked it is difficult to tell exactly how much land within the Rattlesnake Allotment will be impacted and covered by the ROW, but the following is a best estimate.

Rail Length Within Allotment: .98 miles
1,000' Construction Right-of-Way Area: 119 acres

8.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the proposed track and service road should be fenced.

8.2.2 Impacts and Mitigation

Fencing the ROW will require about 1 mile of fence on both sides of the ROW. It is difficult to determine the actual distance of track within the allotment until the ROW is staked.

8.2.2.1 Base Property

Should be no impacts.

8.2.2.2 Grazing System

No significant impacts.

8.2.2.3 Existing Fence and Capital Improvements

The proposed track and service road will cross one fence as it enters the allotment from the Ely Springs Allotment, and one fence as it exits the allotment into the Thorley Use Area, creating an alleyway from the Ely Springs Allotment to the Thorley Use Area.

Design cattleguards and fencing so that there is no alleyway (impacts and mitigation have already been tallied for the eastern allotment fence within the Ely Springs Cattle Allotment Analysis).

8.2.2.4 Stockwaters and Associated Infrastructure

Should be no impacts.

8.2.2.5 Road and Trails

The proposed track and service road will cross the existing road used to haul cattle to the Thorley Use Area. The exact crossing location cannot be determined until the ROW is staked.

Construct a road crossing with approaches not to exceed six percent grade, with a road cattleguard to be placed on each side of the ROW.

8.2.2.6 Vegetation and Forage

100 percent of forage in the ROW will be permanently lost.

Not large enough of an area to be of consequence.

8.2.2.7 Loss of Livestock

Should be only a small risk.

8.2.2.8 Other Impacts and Mitigations

The proposed track and service road will run directly through the current corral and loading facility located in the Thorley Use Area, making access difficult for the Permittee of the Rattlesnake Allotment (Map Reference 4). Even if there is a new corral and loading facility constructed in the Thorley Use Area it will be inconvenient for the Rattlesnake Allotment Permittee to access.

Construct a new corral and loading facility in the Rattlesnake Allotment, with the location to be determined through cooperation with the Permittee and the BLM.

Table 8.2: Rattlesnake Allotment Impacted Features

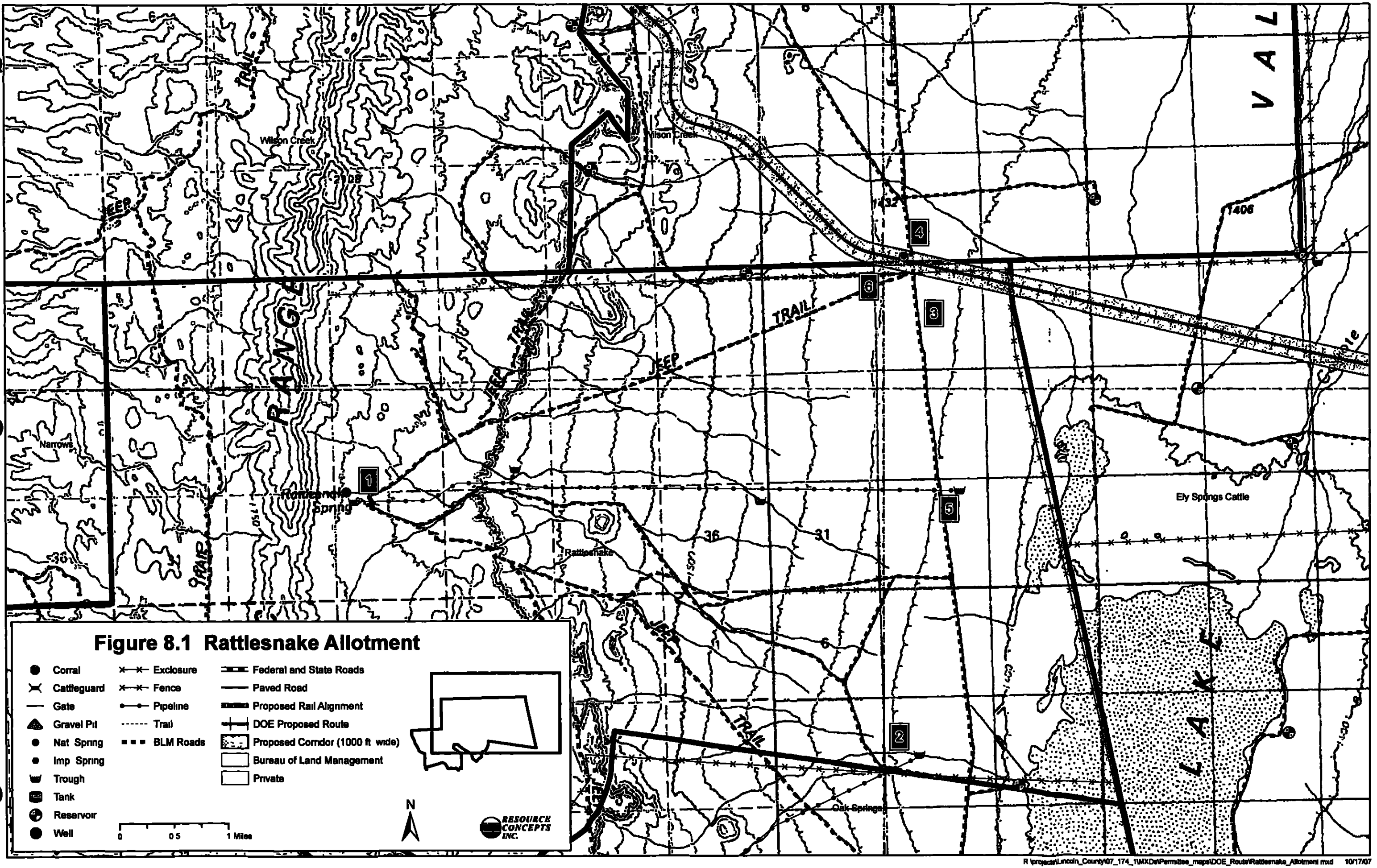
Impacted Features	Common Segment
Base Property (land)	0
Base Property (water within 4 miles)	2
Base Property (water within 1 mile)	2
Base Property (pipeline crossings)	0
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	2
Stockwaters within 1 mile	2
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	0

Table 8.3: Rattlesnake Allotment Mitigation Summary

Proposed Mitigation Units	Common Segment
Fence Construction (miles)	2
Fence Removal	0
Gates (ea)	1
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	2
Grazing Management Plan	1
Corral Relocation	1
Chute Relocation	1
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

***Note:** These construction units are estimates. Actual construction units cannot be determined until the centerline of the track is staked and design plans are available.*

Figure 8.1 Rattlesnake Allotment



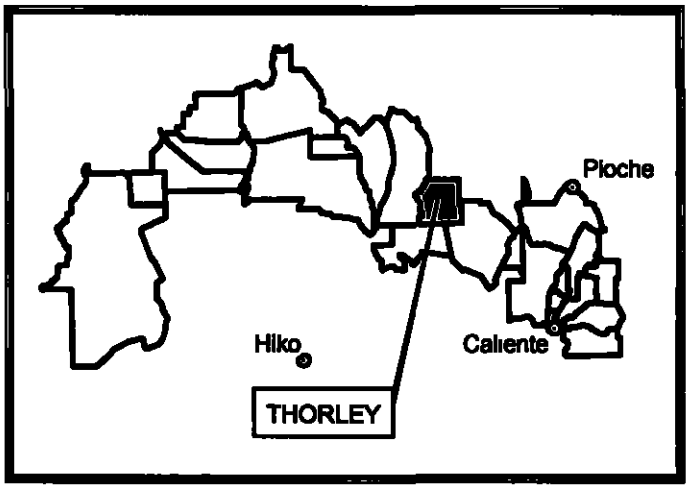
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9.0 THORLEY USE AREA – WILSON CREEK ALLOTMENT

Permittee: Bulloch Bros.
Contact: Matt Bulloch
City/State: West Cedar City, Utah

Base Property: Land

Note: *Eligible for reinstatement as partial water-base property under the Ely Special Rule.*



9.1 ALLOTMENT DESCRIPTION

The Thorley Use Area is part of the larger Wilson Creek Allotment The Area is located in the northwest portion of Dry Lake Valley bordered on the west by the North Pahroc Range.

Table 9.1: Thorley Use Area – Wilson Creek Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
40,519	0	Bulloch Bros	181 Cattle	03/01 – 05/15 10/15 – 02/28	1,800	1,271	529

9.1.1 Grazing System

The area is used during the winter and spring by cattle as a complete unit. The cattle are allowed to move and graze at will throughout the area. Presently cattle tend to concentrate at or near stockwater sources listed in Section 9.1.2. Drift cattle from surrounding use areas and wild horses are also abundant within the allotment.

9.1.2 Stockwaters and Water Rights

A series of five springs provide a good deal of the stockwater within the unit. An unnamed spring along with Black Rock, Deadman, Coal and Hamilton Spring are all used as stockwater sources. Both Black Rock (Map Reference 1) and Deadman Springs (Map Reference 2) have pipelines running to tanks, and are used as water sources for water hauling when needed. A pipeline from Black Rock Spring also feeds a pond several miles to the east (Map Reference 3). A series of ponds are also used for trapping seasonal precipitation and water hauling.

9.1.3 Existing Fencing

Those portions of the use area that are passable by cattle have been fenced. There are no interior pasture fences within the allotment.

9.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the Thorley Use Area near the mid-point of the southern boundary, and travel northeast exiting the allotment near the mid-point of the eastern boundary.

Rail Length Within Allotment: 6 64 miles
1,000' Construction Right-of-Way Area: 805 acres

9.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has indicated a desire not to fence the rail right-of-way (ROW).

9.2.2 Impacts and Mitigation

9.2.2.1 Base Property

No impacts to the base property are anticipated.

9.2.2.2 Grazing System

There are no interior pasture fences within the allotment, and cattle distributions are dictated by water distribution. The proposed rail would impact many of the key water sources within the allotment as described in Section 9.2.2.4. The proposed rail would also restrict cattle movement within the allotment.

To mitigate restricted movement within the allotment the Permittee would like to have eight cattle crossings spaced at half-mile intervals between road or trail crossings. Cattle crossing would consist of earth ramps with approaches not to exceed 25 percent grade. The Permittee would request that his input be provided on location of the crossings once the alignment has been staked. Due to potentially significant changes a new Grazing Management Plan may be required by BLM

9.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence on the southern boundary, and the allotment fence on the western boundary. The rail would also pass immediately next to a corral near the southern entry point (Map Reference 4).

Both fence crossings will require in-rail cattleguards as well as roadway cattleguards on the service road and gates (impacts and mitigation for the southern boundary fence have already been accounted for in the Rattlesnake Allotment analysis). The impacted corral will have to be relocated to the north and approved by the BLM.

9.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within 4 miles of 10 stockwaters, and within 1 mile of 6 stockwaters. Two of the critical spring sources, Deadman and Blackrock Springs, would be located within one mile of the proposed alignment, and all four springs would be located within four miles of the proposed alignment. An existing pipeline from Black Rock Spring to a stockwater pond to the east would also be crossed. The Permittee has also expressed concern over blasting for construction of the rail and the potential that blasting could close the aquifer that serves as a source for the springs within the area.

To offset the loss of critical stockwater sources the Permittee had several recommendations. Replace the existing pipeline (Map Reference 5) from Black Rock Springs to the pond east of the spring, and extend two new pipelines beyond the pond to new troughs to the south and east (Map Reference 6 & 7). Install a new pipeline from Deadman Spring to the new pipeline from Black Rock Spring to increase flows to the eastern portion of the use area (Map Reference 8). Improve Coal (Map Reference 9) and Hamilton Springs (Map Reference 10) and pipe water from those two sources to the northeast to provide water to the northern portion of the use area (Map Reference 11 & 12) These improvements will help to more evenly distribute cattle use, and offset lost forage and impacts to the existing critical springs from rail construction and operation. The Permittee also requests that minimal blasting be employed in the area near Deadman and Black Rock Springs.

9.2.2.5 Road and Trails

The proposed alignment would cross three existing roads that are used for water hauling and movement of cattle.

All road crossings will need to be equipped with approach ramps that do not exceed six percent, and allow passage of water trucks and ranch equipment.

9.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail. Other mitigation measures to offset the loss of forage are included in Sections 9.2.2.2 and 9.2.2.4.

9.2.2.7 Loss of Livestock

The Permittee expressed concern over the potential loss of livestock due to collisions with trains.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

9.2.2.8 Other Impacts and Mitigations

None known.

Table 9.2: Thorley Use Area – Wilson Creek Allotment Impacted Features

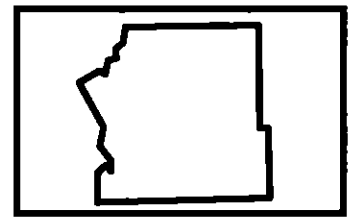
Impacted Features	DOE Proposed Route
Base Property (land)	0
Base Property (water within 4 miles)	10
Base Property (water within 1 mile)	6
Base Property (pipeline crossings)	1
Existing Fencing (ea)	1
Capital Improvements	1
Stockwaters within 4 miles	10
Stockwaters within 1 mile	6
Creeks (ea)	0
Pipelines (ea)	1
Roads (ea)	3
Trails (ea)	0
ROW Acreage	805

Table 9.3: Thorley Use Area – Wilson Creek Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	1
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	1
Grazing Management Plan	1
Corral Relocation	1
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	4
Springs (ea)	4
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	12.5
Road Crossings (ea)	3
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	8
Underpasses (ea)	0

Figure 9.1 Thorley Use Area - Wilson Creek Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Federal and State Roads
- Paved Road
- DOE Proposed Route
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private



0 0.5 1 2 Miles

N

RESOURCE CONCEPTS INC.

1 2 3 4 5 6 7 8 9 10 11 12

Thorley Use Area
Wilson Creek Allotment

Deadman Use Area
Wilson Creek Allotment

Rattlesnake

Ely Springs Cattle

Simpson

DRY LAKE

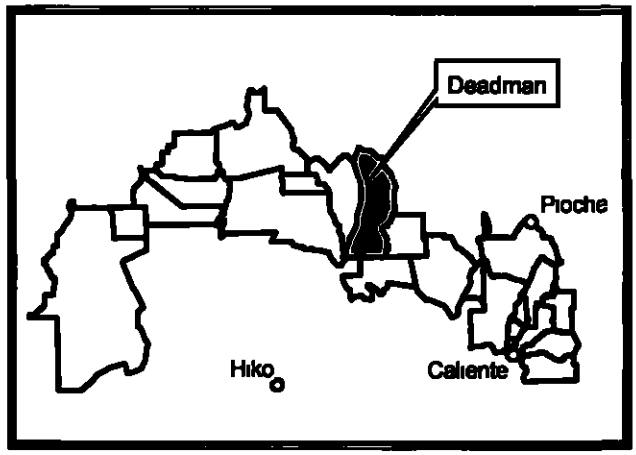
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10.0 DEADMAN USE AREA – WILSON CREEK ALLOTMENT

Permittee: Blue Diamond Oil Corporation
Contact: Gary Sprouse
City/State: Ely, Nevada

Permittee: Southern Nevada Water Authority
Contact: Joe Guild
City/State: Ely, Nevada

Base Property: Land



10.1 ALLOTMENT DESCRIPTION

The Deadman Use Area is part of the larger Wilson Creek Allotment. The area is located east of State Route 318, approximately 28 miles north of Hiko. The eastern boundary is the ridge top of the North Pahroc Range with the western boundary being the White River Valley along SR 318.

Table 10.1: Deadman Use Area – Wilson Creek Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs Total	AUMs Active	AUMs Suspended
42,373	0	Blue Diamond Oil Co	106 Cattle	03/01 – 03/31 01/01 – 02/28	314	314	823
		Blue Diamond Oil Co	1,391 Sheep	03/01 – 04/10 11/01 – 02/28	1,473	1,473	
		SNWA	879 Sheep	12/01 – 02/15	445	445	0

10.1.1 Grazing System

Blue Diamond Oil Company is permitted for winter and spring use with cattle and sheep, while El Tejon Cattle Company is permitted for winter use with sheep. Sheep are herded throughout the use area. Both cattle and sheep use is regulated by water distribution.

10.1.2 Stockwaters and Water Rights

Water hauling is the primary means of stockwater in this area. Water is piped from a spring on the east slope of Timber Mountain on the west side of State Route 318, and piped under the highway to a storage tank within the use area (Map Reference 1). Water is hauled from the tank to various ponds and troughs throughout the unit. Several springs on the eastern boundary of the allotment are also used for stockwater. Seasonal runoff is also used in the area by a series of collector ponds and reservoirs. Both Deadman Spring (Map Reference 2) and Black Rock Spring (Map Reference 3), located on the common boundary with the Thorley Use Area, are also used for stockwater.

10.1.3 Existing Fencing

The only fencing in or around the Deadman Use Area is along State Route 318. The right-of-way (ROW) of the highway is fenced, but no other portions of the allotment are.

10.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the Deadman Use Area from the east, and travel north by northwest across the allotment exiting the western edge of the area as it crosses State Route 318.

Rail Length Within Allotment: 8.47 miles
1,000' Construction Right-of-Way Area: 1,027 acres

10.2.1 Fencing Preference for Proposed Rail Alignment

Both Permittees prefer the rail be fenced.

10.2.2 Impacts and Mitigation

10.2.2.1 Base Property

No impacts to the base property are anticipated.

10.2 2.2 Grazing System

The allotment does not have any interior pasture fences. Livestock distribution is regulated through the distribution of water or by herding. The proposed alignment would cut the allotment in two segments and restrict free movement of both cattle and sheep. It would also create a narrow strip of land (0.25-0.5 miles wide) between the rail and State Route 318 (Map Reference 4). This would greatly disturb grazing patterns within a critical forage area.

In order to maintain grazing access at least six sheep crossings would have to be installed. The Permittees prefer underpasses, as long as they are constructed in such a manner as to allow sheep use. If underpasses are not an option, they would require 100' wide earthen ramps over the tracks with approaches not to exceed twelve percent grades, space at 1-mile intervals. The Permittees request their participation in determining the location of the crossings. Due to the level of changes within the allotment and the alteration of the current grazing system, a new grazing management plan may need to be developed.

10.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the highway ROW fence on the west side of the allotment.

The integrity of the highway ROW fence would have to be maintained. This would include an in-rail cattleguard, a roadway cattleguard, and a gate.

10.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would pass within a mile of Deadman Spring, and even closer to Black Rock Spring. The alignment also passes very near an existing water haul pond located immediately east of State Route 318.

All stockwaters located within a mile of the proposed alignment would need to be relocated. In the case of the springs this would likely entail development, piping and locating a new trough. Any mitigations measures would need to be conducted with input from the Permittee, and BLM.

10.2.2.5 Road and Trails

The proposed alignment would cross one county road and three dirt roads that serve as access ways for the allotment.

All road crossings will need to be equipped with approach ramps that do not exceed six percent, and allow passage of water trucks and ranch equipment. Each crossing will require a cattleguard and gate on either side of the track for a total of six of each.

10.2.2.6 Vegetation and Forage

A permanent loss of forage would occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. The areas within the White River Valley are extremely critical feed areas because of the white sage found in these areas.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

10.2.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collision, even with a fenced ROW.

The Permittee should be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing and associated structures.

10.2.2.8 Other Impacts and Mitigations

Both Permittees feel that an alignment that runs as near as possible to State Route 318 would be preferred. This would still result in lost forage, but would disrupt the overall grazing system less by preventing the isolation of strips of key forage. Overall impacts and mitigation required for an alternate alignment of this nature would be similar to the DOE proposed route, but would have less impact from an operational standpoint.

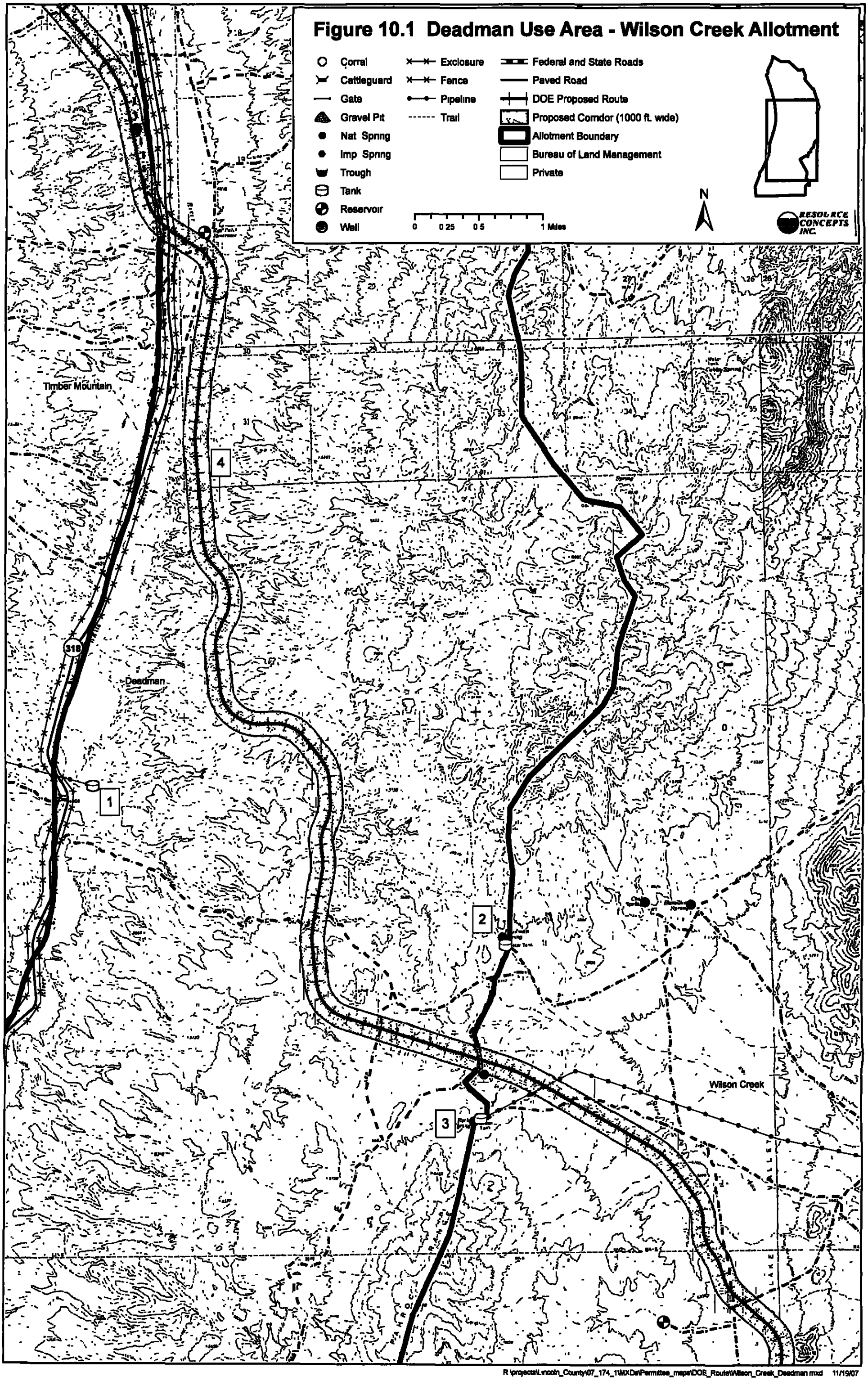
Table 10.2: Deadman Use Area – Wilson Creek Allotment Impacted Features

Impacted Features	DOE Proposed Route	Mitigatory Route
Base Property (land)	0	0
Base Property (water within 4 miles)	0	0
Base Property (water within 1 mile)	0	0
Base Property (pipeline crossings)	0	0
Existing Fencing (ea)	1	1
Capital Improvements	0	0
Stockwaters within 4 miles	5	5
Stockwaters within 1 mile	4	4
Creeks (ea)	0	0
Pipelines (ea)	0	0
Roads (ea)	1	1
Trails (ea)	3	3
ROW Acreage	1,027	0

Table 10.3: Deadman Use Area – Wilson Creek Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route	Mitigatory Route
Fence Construction (miles)	17	0
Fence Removal	0	0
Gates (ea)	21	18
Railroad Cattleguards (ea)	1	1
Road Cattleguards (ea)	15	7
Grazing Management Plan	1	1
Corral Relocation	0	0
Chute Relocation	0	0
Wells (ea)	0	0
Troughs (ea)	0	0
Springs (ea)	0	0
Creek Crossings (ea)	0	0
Unspecified Stockwaters (ea)	3	3
Pipeline Crossings (ea)	0	0
Pipeline Construction (miles)	1.5	1 5
Road Crossings (ea)	3	3
Trail Crossings (ea)	1	1
Sheep Crossings (ea)	0	0
Cattle Crossings (ea)	0	0
Underpasses (ea)	6	4

Figure 10.1 Deadman Use Area - Wilson Creek Allotment

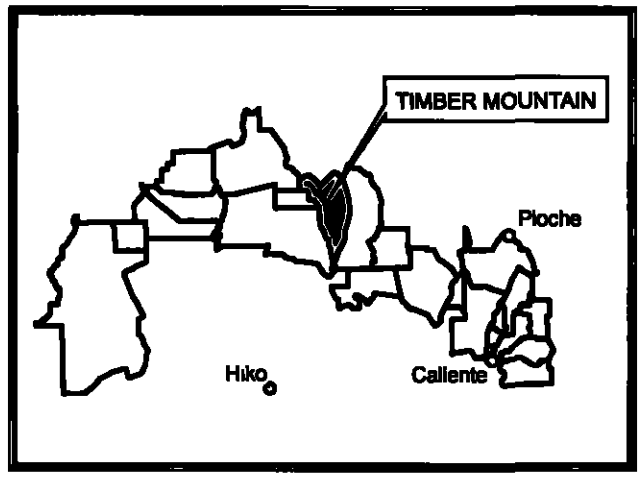


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11.0 TIMBER MOUNTAIN ALLOTMENT

Permittee: Blue Diamond Oil Corporation
Contact: Gary Sprouse
City/State: Ely, Nevada

Base Property: Land



11.1 ALLOTMENT DESCRIPTION

The Timber Mountain Allotment is located to the west of State Route 318, with the southern portion of the allotment approximately 26 miles north of Hiko. While SR 318 serves as the eastern boundary, the Seaman Range and Timber Mountain serves as the western boundary. The allotment extends north into a corner of Nye County.

Table 11.1: Timber Mountain Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs Total	AUMs Active	AUMs Suspended
43,839	0	Blue Diamond Oil Co	40 Cattle	03/01 – 04/10 11/01 – 02/28	212	212	0
		Blue Diamond Oil Co	2,036 Sheep	03/01 – 04/10 11/01 – 02/28	2,155	2,155	0

11.1.1 Grazing System

Blue Diamond Oil Company is permitted for spring and winter use of the allotment. The white sage found within the White River Valley is the most critical forage area. Cattle distribution is achieved through the manipulation of water, while sheep are herded throughout the area.

11.1.2 Stockwaters and Water Rights

There are four main sources of stockwater on the Timber Mountain Allotment. Two springs are located in the southern portion of the allotment, and two wells are located in the northern portion of the allotment. The northern well, known as White River Well (Map Reference 1), serves as a source of water for cattle, and is also used as the primary source of water for water hauling operations. The status of the southern well (Map Reference 2) is unknown.

11.1.3 Existing Fencing

The right-of-way (ROW) for State Route 318 along the eastern boundary of the allotment is fenced, as is a portion of the northern boundary that is shared with the Sunnyside Allotment. The rest of the perimeter is comprised of terrain that is impassible to cattle. No interior pasture fencing is located within the Timber Mountain Allotment.

11.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the Timber Mountain Allotment from the east as it crosses State Route 318. The alignment moves northwest across the northeast corner of the allotment and exits the northern boundary of the allotment.

Rail Length Within Allotment: 6.49 miles
1,000' Construction Right-of-Way Area: 787 acres

11.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee feels very strongly that the rail should be fenced.

11.2.2 Impacts and Mitigation

11.2.2.1 Base Property

No impacts to the base property are anticipated.

11.2.2.2 Grazing System

The allotment does not have any interior pasture fences. Livestock distribution is regulated through the distribution of water or by herding. The proposed alignment would cut the allotment into two pastures and restrict free movement of cattle and sheep. This will result in limited access to water at the northern well, and may concentrate use on the small pasture to the northeast of the alignment.

To allow for movement the Permittee indicated a desire for four crossings. The preference was for underpasses, with two cattleguards to keep cattle from moving onto the service road and rail as well as two gates. At-grade rail crossings would also be acceptable with earthen ramps not to exceed twenty-five percent. At-grade rail crossings would also require two in-rail cattleguards per crossing to prevent cattle from becoming trapped within the ROW fence. The Permittee would like to participate in the final location of the crossings. Due to the level of changes within the allotment and the alteration of the current grazing system, a new grazing management plan may need to be developed.

11.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the highway ROW fence on the east side of the allotment as well as the allotment boundary fence on the north end of the allotment. The Permittees on the Sunnyside allotment to the north have indicated a preference not to fence the rail.

The integrity of the highway ROW fence, and the boundary fence would have to be maintained. This requires two in-rail cattleguards, two road cattleguards and two gates.

11.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment will restrict movement of cattle to and from the primary well on the north side of the alignment, and alter grazing patterns.

To mitigate the issue, the Permittee requests a new well and trough to be installed on the south side of the proposed alignment (Map Reference 3).

11.2.2.5 Road and Trails

The proposed alignment would cross one key water haul road, as well as a dirt access road and a fence maintenance trail.

Each of the road crossings would need approaches with a maximum six percent grade, and the trail crossing would need approaches with a maximum twelve percent grade. Each road crossing would require cattleguards and gates on either side of the rail for a total of 4 each. The access trail would simply require a gate on either side of the tracks.

11.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. The areas within the White River Valley are extremely critical feed areas because of the white sage found in these areas.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

11 2.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collision, even with a fenced ROW.

The Permittee should be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing and associated structures.

11.2.2.8 Other Impacts and Mitigations

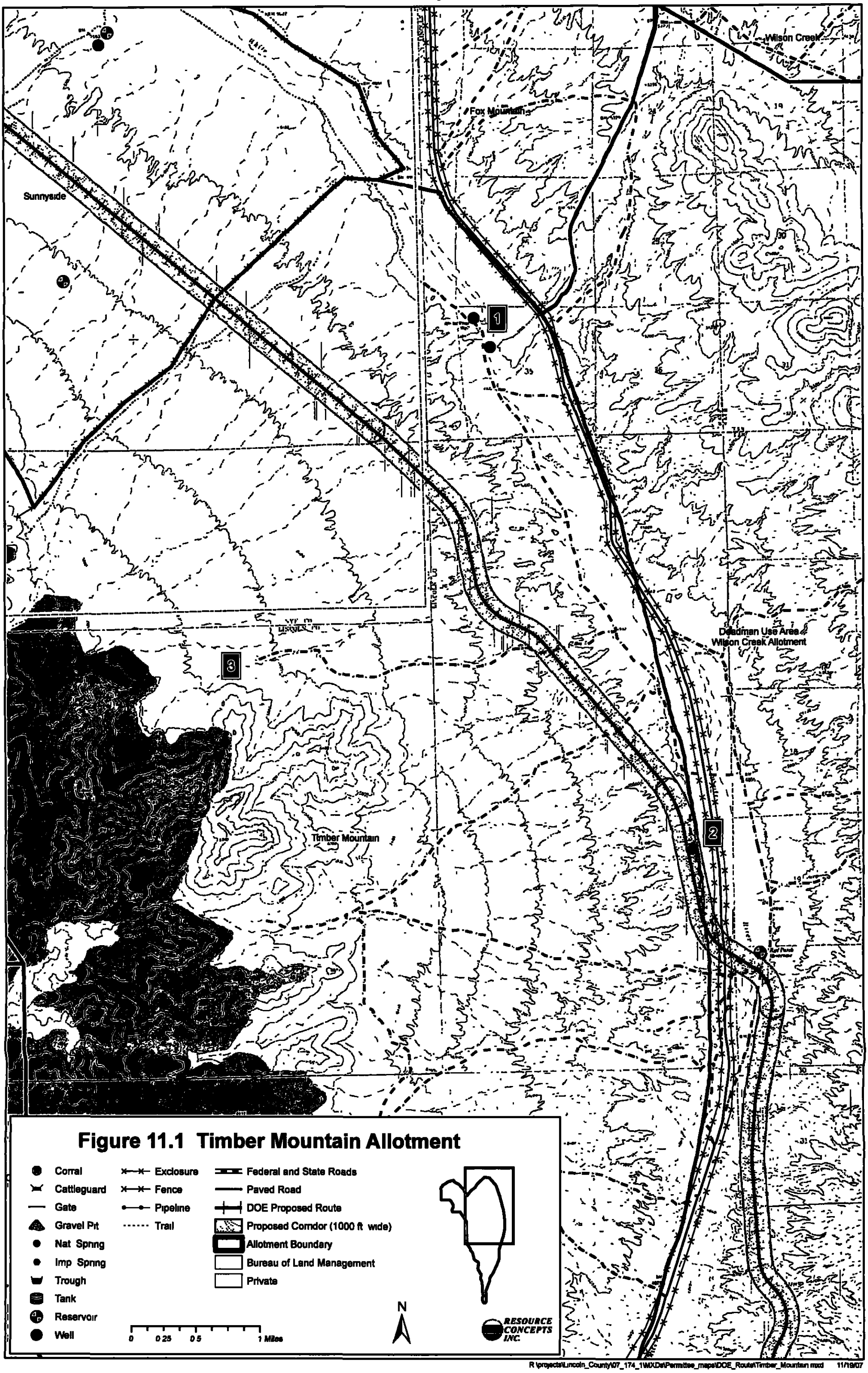
None known.

Table 11.2: Timber Mountain Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	2
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	2
Trails (ea)	1
ROW Acreage	787

Table 11.3: Timber Mountain Allotment Mitigation Summary

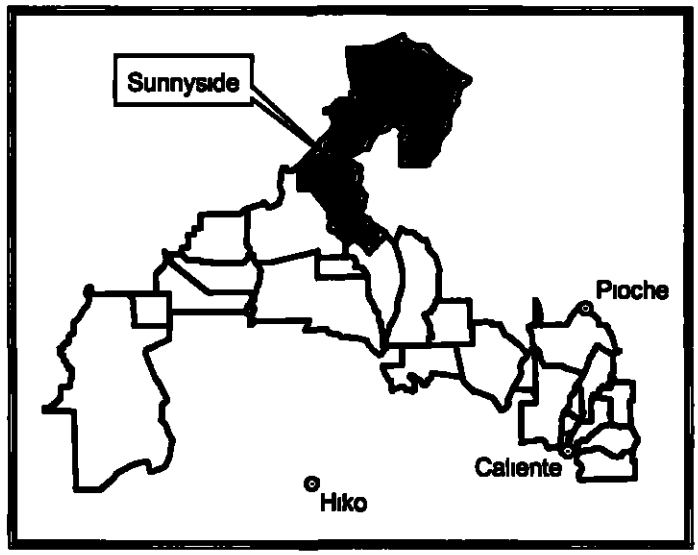
Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	13
Fence Removal	0
Gates (ea)	16
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	14
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	1
Troughs (ea)	1
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	2
Trail Crossings (ea)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	4


Wilson Creek
Fox Mountain
Sunnyside
1
2
3
Timber Mountain
Deadman Use Area
Wilson Creek Allotment
Figure 11.1 Timber Mountain Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
Federal and State Roads
Paved Road
DOE Proposed Route
Proposed Corridor (1000 ft wide)
Allotment Boundary
Bureau of Land Management
Private
0 0.25 0.5 1 Miles
N
RESOURCE CONCEPTS INC.
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12.0 SUNNYSIDE ALLOTMENT

Permittee: Bruce and Pamela Jensen
Contact: Bruce and Pamela Jensen
City/State: Lund, Nevada

Base Property: Land



12.1 ALLOTMENT DESCRIPTION

The Sunnyside Allotment is located primarily within the White River Valley, with a portion of the allotment extending east into the Egan Range. The area of interest within the allotment is situated within the southern portion of White River Valley to the west of State Route 318.

Table 12.1: Sunnyside Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
224,508	4,234	Jensen	539 Cattle	06/01 – 03/31	5,402	5,402	0

12.1.1 Grazing System

The Sunnyside Allotment is run as part of a rotational system with the Hardy Spring and Shingle Pass Allotments. The Sunnyside Allotment itself is run as a single large pasture, and is not divided into interior pastures.

12.1.2 Stockwaters and Water Rights

In the southern portion of the allotment there are six primary stockwaters White River proper flows seasonally through the center of the allotment. Cattle use this water source on both public and private property. Water is also released annually from the state-owned Kirch Wildlife Management Area, which floods the White River Flats and fills a stockwater pond (Map Reference 1). There are also two stockwater wells located in this area (Map References 2 & 3). In some years, water is hauled to the mid-elevation rangelands within the allotment (Map Reference 4). Operators also rely on seasonal moisture in the winter to help distribute cattle.

12.1.3 Existing Fencing

On the southern portion of the allotment, both the south and east boundary lines are fenced. There are no interior pasture fences.

12.2 Proposed Railroad Alignment – DOE Proposed Route

The DOE proposed alignment would enter the Sunnyside Allotment from the south running northwest, and exiting the southwester portion of the allotment just north of the Needles Allotment.

Rail Length Within Allotment: 10.9 miles
1,000' Construction Right-of-Way Area: 1,321 acres

12.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has indicated a desire not to fence the rail right-of-way (ROW).

12.2.2 Impacts and Mitigation

12.2.2.1 Base Property

No impacts to the base property are anticipated.

12.2.2.2 Grazing System

The cattle within the impacted portion of the allotment will water in the lower reaches of the allotment and graze upslope to the south and west. Typically they will graze within large wash areas, where they are restricted due to steep wash walls until they gain elevation. The proposed rail would isolate a strip (Map Reference 4) approximately 1.5 to 2.5 miles wide of upland grazing area and cut between it and the water sources located lower in the valley. The proposed rail would pose a serious barrier to cattle movement, resulting in heavy use of the lower portions of the allotment to the northeast of the rail, and the potential for trapping cattle without water in the washes to the southwest of the rail.

The Permittee would prefer a series of trestles or underpasses to allow for the free movement of cattle from one side of the track to the other. The number of trestles or underpasses would have to be determined after the centerline of the rail were staked. Trestles will have to be used in areas where fills are large, as cattle are hesitant to cross through long underpasses that are more like tunnels. The Permittee was also open to at-grade cattle crossings along the ridge tops, which would likely be used more by the wild horses in the area. For tabulation purposes, 19 cattle crossings were tallied assuming half-mile spacing between road and trail crossings. Due to the changes within the allotment, a new or revised BLM grazing plan would likely be required.

12.2.2 3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence on the southern boundary.

The fence crossing would require an in-rail cattleguards as well as roadway cattleguards on the service road and a gate (impacts and mitigation for this have already been tabulated within the Timber Mountain Allotment Analysis).

12.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within 4 miles of 5 stockwaters, and within 1 mile of one well and pond. The biggest problem with the proposed rail is the fact that it will isolate the water in the lower portion of the allotment from the upland grazing areas.

As discussed in Section 12.2.2.2, cattle crossings will be needed to connect upland grazing areas with water sources. Additionally, wells should be explored in the upland areas to determine if new wells would be feasible on the southwest side of the tracks in the upland grazing areas. If not, water haul ponds would have to be developed resulting in dramatic operational costs. For tabulation purposes, one well and five new unspecified stockwaters were assumed at approximately 1-mile spacing (Map Reference 5).

12.2.2.5 Road and Trails

The proposed alignment would cross one existing road and three existing trails.

All road and trail crossings will need to be equipped with approach ramps that do not exceed six percent for roads and twelve percent for trails.

12.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. In addition, the proposed alignment would isolate nearly 14,000 acres of upland grazing area from water sources.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail. The Permittee would also be acceptable to establishing new deeded pivots to compensate for lost forage.

12.2.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collision.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

12.2.2.8 Other Impacts and Mitigations

None known.

Table 12.2: Sunnyside Allotment Impacted Features

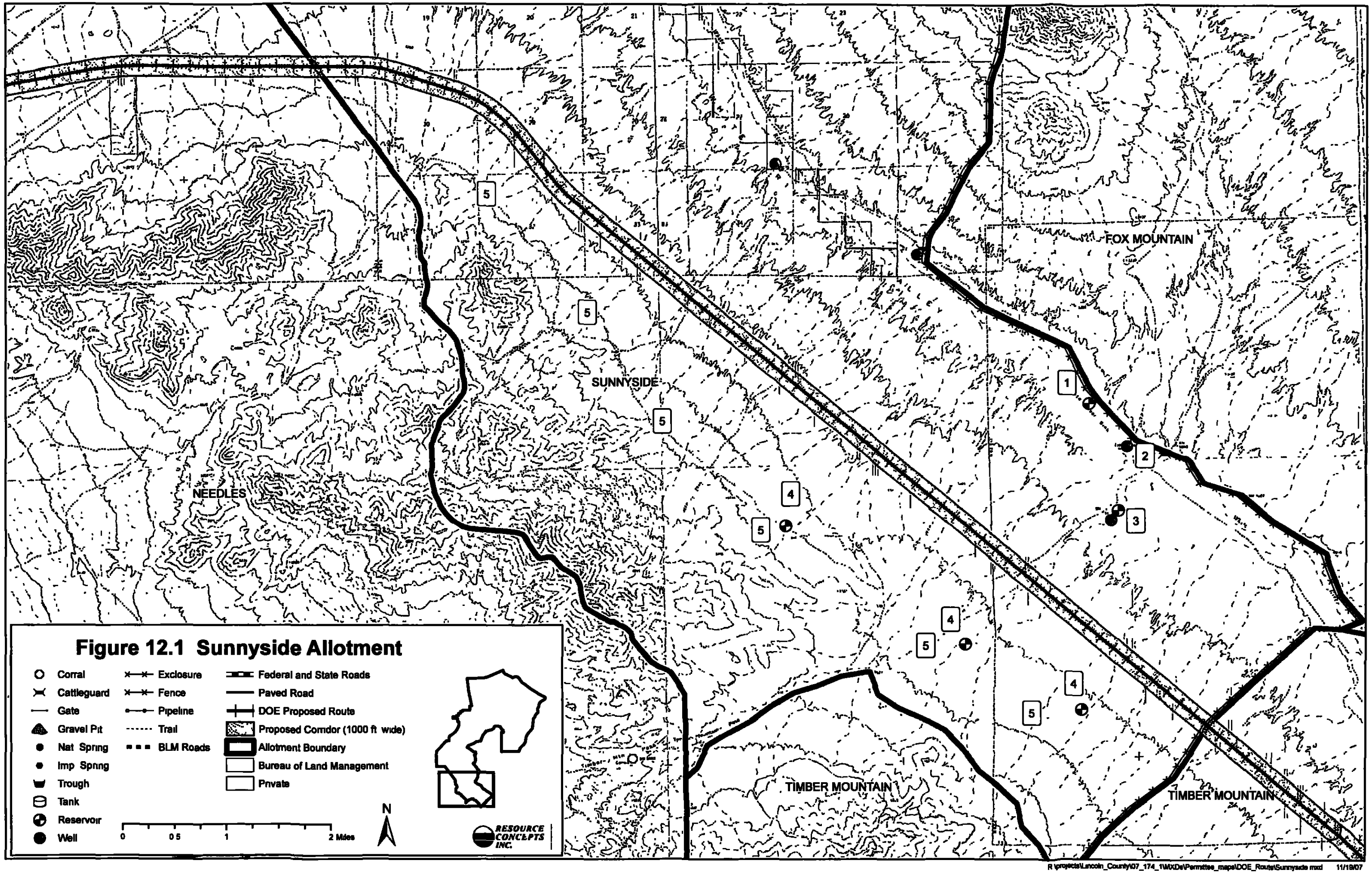
Impacted Features	DOE Proposed Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	5
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	3
ROW Acreage	1,321

Table 12.3: Sunnyside Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	1
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	5
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	3
Sheep Crossings (ea)	0
*Cattle Crossings (ea)	19
Underpasses (ea)	0

* The number and type of crossings would have to be determined after the centerline is staked. There is the potential for crossing up to 33 different drainages. The Permittee would prefer either underpasses or trestles as cattle may avoid long tunnel-type underpasses. Calculation was based on 0.5-mile spacing between road and trail crossings

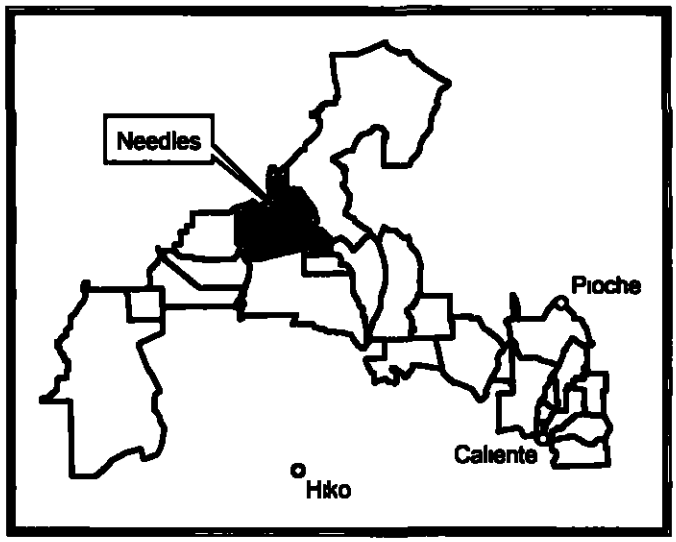
Figure 12.1 Sunnyside Allotment



13.0 NEEDLES ALLOTMENT

Permittee: Double U Livestock L.L.C.
Contact: Wade West
City/State: Ely, Nevada

Base Property: Water



13.1 ALLOTMENT DESCRIPTION

The Needles Allotment is located on the north end of Coal Valley to the west of the Seaman Range and Timber Mountain. The allotment stretches east across the Golden Gate Range and into the eastern portion of north Garden Valley.

Table 13.1: Needles Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
84,567	931	Double U Livestock	1,269 Sheep	10/01 – 02/28 03/01 – 04/15	1,644	1,644	0 0
		Double U Livestock	210 Cattle	10/01 – 02/28	1,043	1,043	0

13.1.1 Grazing System

The allotment is used continuously throughout the winter by cattle and sheep. Lambing also takes place on the allotment in early spring. There are no interior pasture fences within the allotment. Cattle are distributed throughout the allotment using established water sources, water hauling and seasonal moisture. Sheep are herded throughout the allotment. The Double U Livestock "winter camp" is also located within this allotment on a parcel of private property (Map Reference 1).

13.1.2 Stockwaters and Water Rights

The base property classification is 100 percent "Water" under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The base property classification adds a level of value and importance to the waters and water rights beyond the level of private property rights under state law. The consequences of adversely affecting the stockwaters is greater than if Double U Livestock (DUL) had only a water right on them. Stockwater is distributed throughout the allotment by a system of wells, tanks, pipelines, troughs and water haul ponds. The stockwaters are all vested, certified or permitted under Nevada State Water Law, and they are considered private property rights.

13.1.3 Existing Fencing

The southern boundary of the allotment is fenced. The only other fencing within the allotment consists of a north-south gap fence located in Water Gap at the southwest corner of the allotment.

13.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – GARDEN VALLEY ALTERNATIVES 1 AND 3

The DOE proposed alignment would enter northeast side of the Needles Allotment, traveling west for approximately two miles, and then turning southwest across Coal Valley. Both the DOE Garden Valley Alternates 1 and 3 would run west from Coal Valley into Garden Valley passing through the Golden Gate Range via Deadman Pass. Only a small portion of the alignment on the extreme western boundary is different for Alternates 1 and 3; therefore, impacts and mitigation for both alignments will be considered to be the same.

Rail Length Within Allotment: 13.46 miles
1,000' Construction Right-of-Way Area: 1,632 acres

13.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee is indifferent on fencing. As such, the default for this analysis is for no fence along the rail.

13.2.2 Impacts and Mitigation

13.2.2.1 Base Property

As stated in Section 13.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources are directly affected by the alignment.

See Section 13.2.2.4 for proposed mitigation.

13.2.2.2 Grazing System

The allotment does not have any interior pasture fences. Livestock distribution is regulated through the distribution of water or by herding. The proposed alignment would cut across the middle of a significant portion of the allotment resulting in restricted livestock movement, and a change in grazing patterns and habits. Neighboring cattle are also trailed across the Needles Allotment, a practice that would be impacted by the proposed alignment.

Sheep crossings will need to be constructed at 1-mile spacing between road and trail crossings in order to maintain a suitable degree of movement from one side of the track to the other. Crossings should consist of 100; wide earthen ramps not to exceed 25 percent grade. A total of nine sheep crossings would be required.

13.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would not cross any existing fences.

13.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of thirteen different stockwaters, including one trough, six tanks with troughs, four wells, one spring and one pond. Of these thirteen stockwaters, four are within one mile of the track including three tanks with troughs,

and one well. These stockwaters are of particular concern due to potential increase for sheep-train collisions. The proposed alignment would also cross one pipeline that terminates at one of the tank-trough locations within one mile of the track.

All four stockwaters within one mile of the track should be moved away from the track to allow for a buffer in excess of one mile. The pipeline that would be crossed by the track would need to be extended to service the re-located tank and trough. The crossing would need to be protected to allow for continuous flow through the duration of construction and operation of the rail.

13.2.2.5 Road and Trails

The proposed alignment would cross roads in four different locations, and five trails. The proposed alignment runs parallel to several other roads and trails, and impacts cannot be determined until the final alignment is staked.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach. Both road and trail crossings should be built wide enough (100') to double for a sheep crossing. One of the trail crossings could be folded into a road crossing as it crosses near an existing intersection. Several crossings may also be eliminated if the road or trail were realigned. As shown, the proposed alignment would require the realignment of approximately 7 miles of road and trail.

13.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced right-of-way (ROW). Other concerns include the temporary loss of forage due to construction activities and railway operations There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

13.2.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collisions.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

13.2.2.8 Other Impacts and Mitigations

The proposed alignment would pass approximately 1.5 miles east of an existing residence. The residence looks east across the Coal Valley towards the Seaman Range. The rail would impact the solitude, tranquility, silence, and view from the existing residence, and lower property values.

These values are extremely difficult to quantify or mitigate. The only mitigations the Permittee identified was to increase the amount of irrigated farmland deeded to Double U Livestock. To accomplish this, DUL would be request a professional analysis from an

Agriculture Economist to determine the value of the loss incurred by the rail. That loss would need to be made up for by deeding acreage within the Needles Allotment to DUL, drilling a well or wells to service pivots for irrigated fields.

Any of the routes proposed through the Needles Allotment will have significant impacts on the grazing operations within the allotment. The loss of intrinsic values discussed, in addition to the time and effort required to adjust operations to a new rail will make it very difficult for DUL to continue operations within the Needles Allotment. As such, DUL has offered several mitigation measures:

1. Completely avoid the Needles Allotment. Explore the possibility of a route following Highway 93 from Caliente west to Highway 375, and cut across the Nevada Test and Training Range to Yucca Mountain. That would avoid most of the disruption to grazing allotments, and associated private property rights.
2. DUL would offer to trade their right to the Needles Allotment to the Department of Energy for approximately 50,000 acres within the Boardman Bombing Range near Boardman, Oregon.
3. Provide deeded, irrigated farmlands with pivots to offset the costs incurred by the proposed rail.

13.3 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternatives 2 and 8

The DOE proposed alignment would enter the Timber Mountain Allotment from the east as it crosses State Route 318. The alignment moves northwest across the northeast corner of the allotment and exits the northern boundary of the allotment.

Rail Length Within Allotment: 13.30 miles
1,000' Construction Right-of-Way Area: 1,612 acres

13.3.1 Fencing Preference for Proposed Rail Alignment

The Permittee is indifferent on fencing. As such, the default for this analysis is for no fence along the rail.

13.3.2 Impacts and Mitigation

13.3.2.1 Base Property

As stated in Section 13.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources are directly affected by the alignment.

See Section 13.2.2.4 for proposed mitigation.

13.3.2.2 Grazing System

See Section 13.2.2.2 as the same impacts apply.

Sheep crossings will need to be constructed in order to maintain a suitable degree of movement from one side of the track to the other Crossings should consist of 100' wide earthen ramps not to exceed 25 percent grade spaced at 1-mile intervals between road and trail crossings. A total of five sheep crossings would be required for this alignment.

13.3.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross an existing fence in the area of Water Gap.

The fence crossing would require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

13.3.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of thirteen different stockwaters. Of these, five are within one mile of the track including three tanks with troughs, one well, and one pond. These stockwaters are of particular concern due to potential increase for sheep-train collisions. The proposed alignment would also cross one pipeline.

All five stockwaters within one mile of the track should be move away from the track to allow for a buffer in excess of one mile. The pipeline that would be crossed by the track would need to be extended to service the re-located tank and trough. The crossing would need to be protected to allow for continuous flow through the duration of construction and operation of the rail.

13.3.2.5 Road and Trails

The proposed alignment would cross roads in two different locations, and eight trails. The proposed alignment runs parallel to several other trails, and impacts cannot be determined until the final alignment is staked.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach. Both road and trail crossings should be built wide enough (100') to double for a sheep crossing. Several crossings may also be eliminated if the road or trail were realigned. As shown, the proposed alignment would require the realignment of approximately 9.5 miles of road and trail.

13.3.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

13.3.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collision.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

13.3.2.8 Other Impacts and Mitigations

The proposed alignment would run through Water Gap Water Gap is a high traffic area, and congested desert intersection. It contains a watercourse, a County Road with heavy vehicle and truck traffic, and is a major corridor for both cattle and sheep trailing Sheep trailing is the most sensitive issue within Water Gap as it requires a 100' width to accommodate sheep bands. DUL uses the Water Gap Trail frequently with their bands going to and from the Needles Allotment to other allotments in the area.

All of the uses that converge on Water Gap will require thoughtful and critical planning and design. DUL requests that all users be involved in the scoping and planning sessions with design engineers, and conduct an on-site visit to discuss the needs of all users within this critical corridor.

This option is preferred over the Deadman Pass alternatives (Garden Valley Alternatives 1 and 3). However, DUL has also proposed a mitigatory route that more closely follows the County Road in order to avoid as much forage disturbance as possible.

See Section 13.2.2.8 for additional mitigation measures proposed by DUL.

13.4 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY COTTONTAIL PASS ALTERNATIVE

The Lincoln County Cottontail Pass Alternative would follow the Department of Energy Proposed Route – Garden Valley Alternatives 2 and 8 across most of the Needles Allotment. However, rather than running through Water Gap, that alignment would continue south along the west side of Coal Valley bypassing Water Gap. Impacts and mitigation across the Needles Allotment would be the same as for Garden Valley Alternatives 2 and 8, with the exception of having less impacts on the Water Gap area.

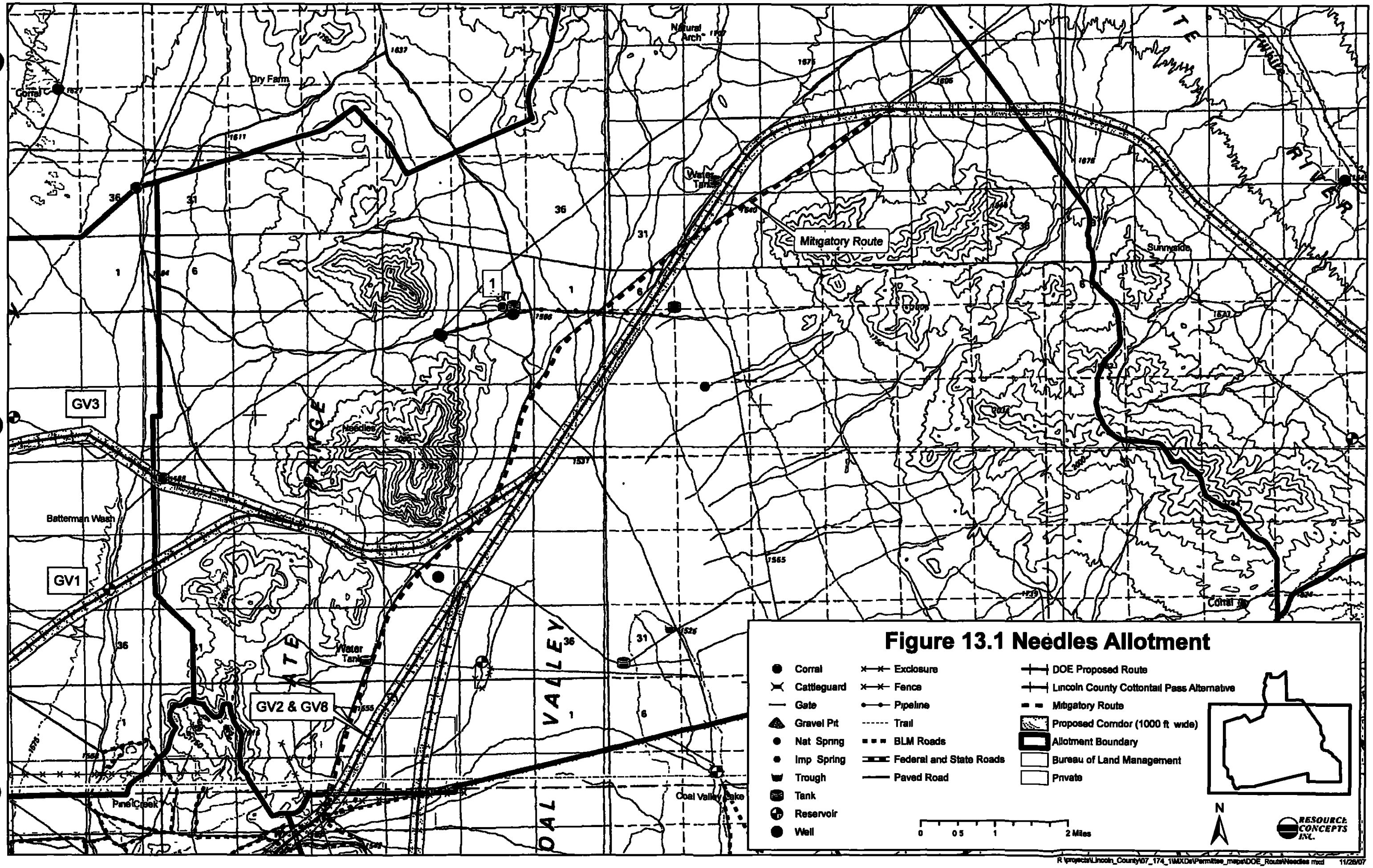
Rail Length Within Allotment: 13.66 miles
1,000' Construction Right-of-Way Area. 1,656 acres

Table 13.2: Needles Allotment Impacted Features

Impacted Features	DOE Proposed Route – Garden Valley Alternatives 1 and 3	DOE Proposed Route – Garden Valley Alternatives 2 and 8	Lincoln County Cottontail Pass Alternative	Mitigatory Alignment
Base Property (land)	0	0	0	0
Base Property (water within 4 miles)	8	8	8	8
Base Property (water within 1 mile)	3	3	3	3
Base Property (pipeline crossings)	1	1	1	1
Existing Fencing (ea)	0	1	1	1
Capital Improvements	0	0	0	0
Stockwaters within 4 miles	11	10	10	13
Stockwaters within 1 mile	3	4	4	5
Creeks (ea)	0	0	0	0
Pipelines (ea)	1	1	1	1
Roads (ea)	3	2	2	1
Trails (ea)	8	10	10	6
ROW Acreage	1,632	1,612	1656	

Table 13.3: Needles Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route – Garden Valley Alternatives 1 and 3	DOE Proposed Route – Garden Valley Alternatives 2 and 8	Lincoln County Cottontail Pass Alternative	Mitigatory Alignment
Fence Construction (miles)	0	0	0	0
Fence Removal	0	0	0	0
Gates (ea)	0	1	1	1
Railroad Cattleguards (ea)	0	1	1	1
Road Cattleguards (ea)	0	1	1	1
Grazing Management Plan	1	1	1	1
Corral Relocation	0	0	0	0
Chute Relocation	0	0	0	0
Wells (ea)	1	1	1	1
Troughs (ea)	3	3	3	3
Springs (ea)	0	0	0	0
Creek Crossings (ea)	0	0	0	0
Unspecified Stockwaters (ea)	3	4	4	3
Pipeline Crossings (ea)	1	1	1	1
Pipeline Construction (miles)	5	.5	.5	.5
Road Crossings (ea)	3	2	2	1
Trail Crossings (ea)	8	10	10	6
Road / Trail Realignment (mi)	7	9.5	9	11
Sheep Crossings (ea)	9	9	5	6
Cattle Crossings (ea)	0	0	0	0
Underpasses (ea)	0	0	0	0
Other. Water Gap	0	1	0	1


Natural Arch
Dry Farm
Corral
Water Tank
Mitigatory Route
Sunnyside
Needles
Batterman Wash
Water Tank
Coal Valley Lake
Pine Creek
GV3
GV1
GV2 & GV8
1
36
31
6
1
RIVER
RIDGE
VALLEY
Figure 13.1 Needles Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Federal and State Roads
Paved Road
DOE Proposed Route
Lincoln County Cottontail Pass Alternative
Mitigatory Route
Proposed Corridor (1000 ft wide)
Allotment Boundary
Bureau of Land Management
Private
0
0.5
1
2 Miles
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RESOURCE CONCEPTS INC.
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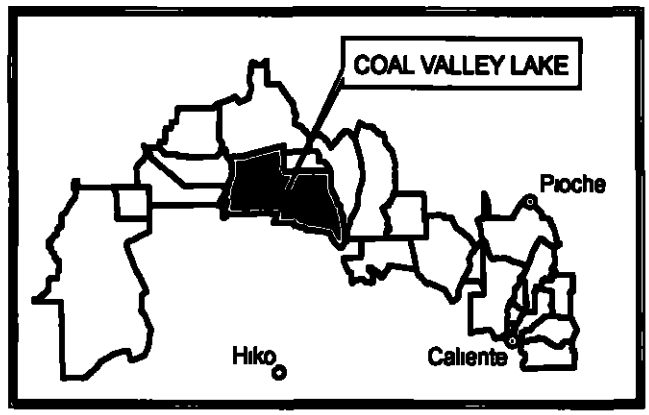
14.0 COAL VALLEY LAKE ALLOTMENT

Permittee: Blue Diamond Oil Corporation
Contact: Gary Sprouse
City/State: Ely, Nevada

Permittee: Charles and Clayton Wadsworth
Contact: Charles Wadsworth
City/State: Alamo, Nevada

Permittee: Thomas Steele
Contact: Robert Steele
City/State: Alamo, Nevada

Base Property: Land



14.1 ALLOTMENT DESCRIPTION

The southeast corner of the Coal Valley Lake Allotment is located approximately 24 miles north of Hiko on the west side of State Route 318. The allotment is approximately twenty miles long east to west, and ten miles wide north to south.

Table 14.1: Coal Valley Lake Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
115,174	0	Gary Sprouse	373 sheep	11/01 – 2/28 3/01 – 4/10	294 101	395	0
		Wadsworth	209 cattle	3/01 – 5/15 9/01 – 2/28	522 1,869	1,769	0
		Steele	314 cattle	3/01 – 5/15 9/01 – 2/28	785 1,869	2,657	0

14.1.1 Grazing System

The Permittees utilize different grazing systems. Blue Diamond has winter-spring use and does not use the west end of the allotment where the proposed alignments are located. Mr. Wadsworth and Mr. Steele have fall-winter-spring operations. Mr. Steele also has a permit in the Pine Creek Allotment just west of the Coal Valley Lake Allotment.

14.1.2 Stockwaters and Water Rights

The allotment is watered by several reservoirs, which are fed by washes from the Golden Gate Range.

14.1.3 Existing Fencing

The majority of the allotment boundary is fenced with exception of those portions of the allotment that are impassable by livestock due to topography. The northern boundary of the allotment is fenced as well as the northwest corner near Water Gap.

14.2 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternatives 2 and 8

The DOE proposed alignment travels through the northwestern corner of the allotment, entering through Needles and exiting though Water Gap.

Rail Length Within Allotment: .78 miles
1,000' Construction Right-of-Way Area: 95 acres

14.2.1 Fencing Preference for Proposed Rail Alignment

Two of the Permittees prefer that the alignment be fenced and the third has no strong preference. Its seems logical that the track will need to be fenced due to the concentration of livestock traffic though the area, especially Water Gap.

14.2.2 Impacts and Mitigation

This alignment proposes putting a railway though a major corridor for livestock and water movement.

Because of the number of impacts and their complexity, it is essential that the BLM, DOE, the County Roads Department, the Nevada Department of Wildlife, the ranchers who utilize the Water Gap, and any other interested parties, meet to discuss the proposed route and impacts and mitigation before the track is staked. Numerous issues should be addressed including flood potential though the Water Gap, livestock and water movement, and auto traffic during railroad construction, and mitigation of impacts to Cherry Creek.

14.3 Proposed Railroad Alignment – Lincoln County Cottontail Pass Route

The DOE proposed alignment would enter the Cottonwood Allotment on the northern side of the western half, and would exit near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment: 5.76 miles
1,000' Construction Right-of-Way Area: 698.18 acres

14.3.1 Fencing Preference for Proposed Rail Alignment

The only Permittee with a strong preference regarding fencing is Thomas Steele. Since the other two Permittees have no preference, Mr. Steele's will be used for the purpose of this report.

14.3.2 Impacts and Mitigation

14.3.2.1 Base Property

No base property would be impacted by the proposed rail alignment.

14.3.2.2 Grazing System

Cattle move between the bench at the foot of the Golden Gate range and the reservoir to the southeast and the western well. The proposed rail alignment would isolate this area of high quality forage from the water sources.

Underpasses would be required to allow cattle to access both water and feed and to move freely through the allotment. In addition a pipeline would need to be constructed from the western well to carry water into the area of the allotment isolated by the proposed alignment.

14.3.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one fence.

The fence crossing will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

14.3.2.4 Stockwaters and Associated Infrastructure

The proposed alignment comes within four miles of two reservoirs and one trough, and crosses three critical creeks.

Culverts large enough to permit unrestricted flow of seasonal runoff must be installed at each creek crossing. In addition a five-mile pipeline and a trough will be needed to supply water to the area of the allotment isolated by the railroad.

14.3.2.5 Road and Trails

Three roads are intersected by the proposed railroad.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

14.3.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced right-of-way (ROW). Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

14.3.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

14.3 2.8 Other Impacts and Mitigations

Both permittees are strongly opposed to the Cottontail Pass alternative, and believe that it would be more detrimental to their operations than the DOE Garden Valley Alternatives.

Table 14.2: Coal Valley Lake Allotment Impacted Features

Impacted Features	DOE Proposed Route – Garden Valley Alternatives 3 and 4	Lincoln County Cottontail Pass Alternative
Base Property (land)	0	0
Base Property (water within 4 miles)	0	0
Base Property (water within 1 mile)	0	0
Base Property (pipeline crossings)	0	0
Existing Fencing (ea)	2	1
Capital Improvements	0	0
Stockwaters within 4 miles	0	3
Stockwaters within 1 mile	0	0
Creeks (ea)	1	3
Pipelines (ea)	0	0
Roads (ea)	1	3
Trails (ea)	1	1
ROW Acreage	95	697

Table 14.3: Coal Valley Lake Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route – Garden Valley Alternatives 3 and 4	Lincoln County Cottontail Pass Alternative
Fence Construction (miles)	1.6	0
Fence Removal	0	0
Gates (ea)	4	16
Railroad Cattleguards (ea)	0	1
Road Cattleguards (ea)	2	7
Grazing Management Plan	1	1
Corral Relocation	0	0
Chute Relocation	0	0
Wells (ea)	0	0
Troughs (ea)	0	1
Springs (ea)	0	0
Creek Crossings (ea)	1	3
Unspecified Stockwaters (ea)	0	0
Pipeline Crossings (ea)	0	1
Pipeline Construction (miles)	0	5
Road Crossings (ea)	1	0
Trail Crossings (ea)	0	0
Sheep Crossings (ea)	1	0
Cattle Crossings (ea)	0	0
Underpasses (ea)	0	3

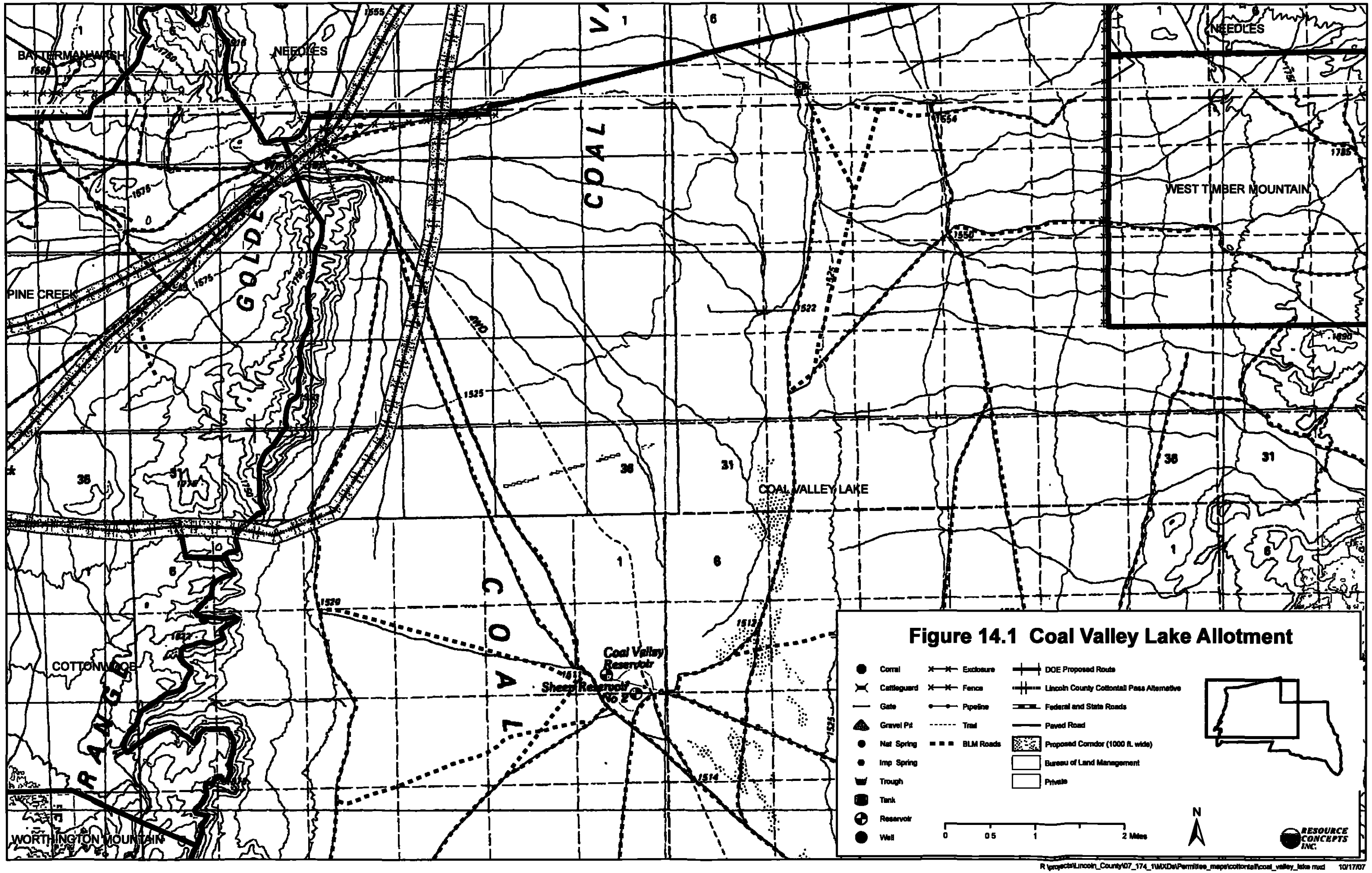


Figure 14.1 Coal Valley Lake Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- DOE Proposed Route
- Lincoln County Cottontail Pass Alternative
- Federal and State Roads
- Paved Road
- Proposed Corridor (1000 ft. wide)
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

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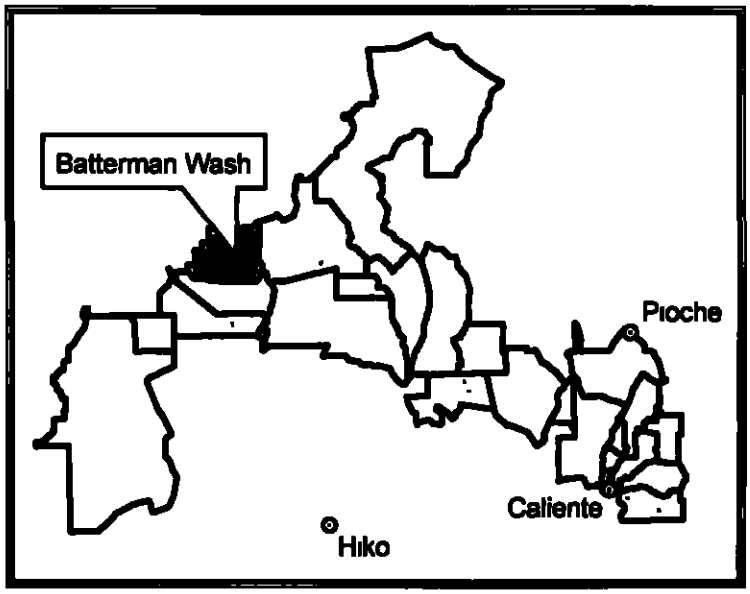
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15.0 BATTERMAN WASH ALLOTMENT

Permittee: Gracian Uhalde
Contact: Gracian Uhalde
City/State: Ely, Nevada

Base Property: Land



15.1 ALLOTMENT DESCRIPTION

The Batterman Wash Allotment is located in north Garden Valley bound on the west by the Quinn Canyon Range and on the east by the Golden Gate Range. The Batterman Wash Allotment is one of a complex of six held by the Permittee within a 30 square mile area. The analysis of this allotment will include discussion of the entire complex.

The Cherry Creek Ranch is located on the west end of the Batterman Wash Allotment extending west along Cherry Creek into the national forest. The Ranch serves as the headquarters for the six-allotment complex and the hub for the entire operation including the trailing, trucking and water hauling.

Gracian Uhalde did not discuss on-site mitigation with the interview team, as he felt there were no mitigation actions that would compensate for the damage caused by the proposed rail alignment. However, Mr. Uhalde did propose an alternate route that would follow Highway 93 from Caliente west to Highway 375, and then across the Nevada Test and Training Range to Yucca Mountain. The alternate route would avoid most of the disruption to the 32 grazing allotments, and all of the associated private property rights.

Note: *An impact and mitigation tally was derived by RCI similar to other allotments in order to avoid a gap in the data.*

Table 15.1: Batterman Wash Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
41,035	440	Uhalde	887 Sheep	12/01 – 04/15	793	793	0
		Uhalde	243 Cattle	11/15 – 03/31	1,095	1,095	0
		Uhalde	80 Cattle	04/01 – 06/15	200	200	0

Table 15.2: Peripheral Uhalde Held Allotment Details

Allotment Name	Grazing Permit			
	Number/Type of Livestock		Season of Use	Total AUMs
Worthington Mt.	Uhalde	3,200 Sheep	12/15 – 04/10	2,462
	Uhalde	659 Cattle	01/13 – 05/31	3,176
West Timber Mt.	Uhalde	822 Sheep	12/01 – 04/15	736
South Coal Valley	Uhalde	1,517 Sheep	12/01 – 04/15	1,357
Black Bluff	Uhalde	293 Sheep	12/01 – 04/15	262
Murphy Gap	Uhalde	735 Sheep	12/01 – 04/15	657
			Total	10,738

15.1.1 Grazing System

Sheep utilize this allotment during the winter months, and are herded throughout the entire area. The sheep are moved further north for the spring, summer and fall grazing seasons. Cattle utilize this allotment during the winter and spring. Cattle are distributed throughout the allotment using established water sources, water hauling and seasonal precipitation. Some cattle are moved north for summer and fall grazing while others summer in the nearby National Forest or private property.

15.1.2 Stockwaters and Water Rights

Stockwaters within the allotment are comprised of a mix of wells, troughs, tanks and ponds. Creeks and sloughs also serve as an important component of the stockwater on the allotment. The stockwaters are all vested, certified, or permitted under Nevada State Water Law, and they are considered private property rights.

15.1.3 Existing Fencing

The southern boundary of the allotment is fenced. No other impacted segments of the allotment have boundary fencing or interior pasture fencing.

15.2 Proposed Railroad Alignment – DOE Proposed Route Garden Valley Alternative 3

The DOE Proposed Garden Valley Alternative 3 would enter the allotment from the east running west for a short length before turning southwesterly, and exit the allotment to the south. The alignment would cut directly across the middle of the southern portion of the alignment.

Rail Length Within Allotment: 9.42 miles
1,000' Construction Right-of-Way Area: 1,142 acres

15.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has declined to declare a fencing preference. As such, the following analysis will be conducted as if there were no fence.

15.2.2 Impacts and Mitigation

15.2.2.1 Base Property

No direct impacts to the base property are anticipated; see Section 15.2.2.8 for other impacts.

15.2.2.2 Grazing System

Because the six-allotment complex is so integrated, with sheep and cattle trailing routes, trucking routes, and water hauling routes the impacts are as great or greater on the other five associated allotments (See Figure 15.2). Gracian Uhalde is adamant that there is no possible onsite mitigation that can keep the grazing operation in business. Therefore he has discusses impacts, but has declined to discuss mitigation options.

The proposed alignment would have a profound impact on livestock trailing, hauling, and water hauling. Trailing and semi truck hauling operations would have to cross the proposed alignment within the Batterman Wash Allotment as well as the Cottonwood Allotment when moving livestock north-south and east-west to and from the Batterman Wash Allotment. Water hauling semis would have to cross the proposed alignment within the Batterman Wash Allotment when traveling east-west from the water source at the Cherry Creek Ranch to various water hauls within Batterman Wash as well as other allotments to the east.

15.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence on the southern boundary.

15.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would be within 4-miles of one well, and four ponds. In addition, the proposed rail would cross the slough, Cherry Creek, and Sand Creek.

15.2.2.5 Road and Trails

The proposed alignment would cross two roads and two trail. The roads are critical for stock and water hauling as discussed in Section 15.3.2.2.

15.2.2.6 Vegetation and Forage

A permanent loss of forage would occur within the railway footprint. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. Any or all of these issues could cause a reduction in AUMs.

15.2.2.7 Loss of Livestock

The proposed rail would pose a threat to livestock while grazing within Batterman Wash, and during trailing.

15.2.2.8 Other Impacts and Mitigations

The proposed alignment would create an intangible loss of solitude, tranquility, and visual resources. There would also be impacts to valuable private property rights including land at the Cherry Creek Ranch, and water rights throughout the allotment. Gracian Uhalde, like his father and grandfather before him, has spent his life building and developing the Cherry Creek Ranch Grazing Complex for his four sons. Three of the sons are in their twenties, living on and working the ranch, and one is still in college. They believe the proposed alignment would destroy the livestock operation, and their dream and put them out of business.

Pursuant to his review of the draft report, Mr. Uhalde submitted an "Open Letter to DOE Officials" with the request that the letter with three attachments be included in the analysis of the Batterman Wash Allotment. As requested, the letter and attachments follow.

15.3 Proposed Railroad Alignment – DOE Proposed Route Garden Valley Alternative 1

The DOE Proposed Garden Valley Alternative 1 would enter the allotment from the east running southwesterly, and exit the allotment to the south. The alignment would isolate the southeast corner from the bulk of the allotment.

Rail Length Within Allotment: 5.42 miles
1,000' Construction Right-of-Way Area: 657 acres

15.3.1 Fencing Preference for Proposed Rail Alignment

The Permittee has declined to declare a fencing preference. As such, the following analysis will be conducted as if there were no fence.

15.3.2 Impacts and Mitigation

15.3.2.1 Base Property

No direct impacts to the base property are anticipated; see Section 15.2.2 8 for other impacts.

15.3.2.2 Grazing System

See Section 15.2.2.2.

15.3.2.3 Existing Fence and Capital Improvements

See Section 15.2.2.2.

15.3.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would be within 4-miles of one well, and two ponds. One of the ponds, Slough Pond, would likely be within the proposed right-of-way (ROW). In addition, the proposed rail would cross the slough, Cherry Creek, and Sand Creek.

15.3.2.5 Road and Trails

The proposed alignment would cross one road and one trail. The road is critical for stock and water hauling as discussed in Section 15.3.2.2.

15.3.2.6 Vegetation and Forage

A permanent loss of forage would occur within the railway footprint. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. Any or all of these issues could cause a reduction in AUMs.

15.3.2.7 Loss of Livestock

See Section 15.2.2.7.

15.3.2.8 Other Impacts and Mitigations

See Section 15.2.2.8.

15.4 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE GARDEN VALLEY ALTERNATIVES 2 AND 8

The DOE Proposed Garden Valley Alternatives 2 and 8 would not enter the Batterman Wash Allotment; however, it would have profound affects on the overall grazing operations of the 6-allotment complex.

Rail Length Within Allotment: 0 miles
1,000' Construction Right-of-Way Area: 0 acres

15.4.1 Fencing Preference for Proposed Rail Alignment

The Permittee has declined to declare a fencing preference. As such, the following analysis will be conducted as if there were no fence.

15.4.2 Impacts and Mitigation

15.4.2.1 Base Property

No direct impacts to the base property would be anticipated, see Section 15.2.2.8 for other impacts.

15 4.2.2 Grazing System

See Section 15.2.2.2.

15.4.2.3 Existing Fence and Capital Improvements

No direct impacts would be anticipated within the Batterman Wash Allotment.

15.4.2.4 Stockwaters and Associated Infrastructure

No direct impacts would be anticipated within the Batterman Wash Allotment.

15.4.2.5 Road and Trails

No direct impacts would be anticipated within the Batterman Wash Allotment.

15.4.2.6 Vegetation and Forage

No direct impacts would be anticipated within the Batterman Wash Allotment.

15.4.2.7 Loss of Livestock

No direct impacts would be anticipated within the Batterman Wash Allotment.

15.4.2.8 Other Impacts and Mitigations

Profound impacts would be expected on the overall Uhalde livestock operation due to impacts on ranch operations, particularly within Water Gap. The Water Gap is a highly congested focal point in the community with many uses and much traffic converging in one narrow gap in the mountain range. Cherry Creek drains through the gap. Several ranchers trail their livestock through the gap. Livestock hauling trucks and water hauling trucks use this are frequently. There is a constant stream of automobile and pickup truck traffic by hunters, recreationists, sightseers,

ranchers, and government agencies. There is also an allotment boundary fence in Water Gap. The existing used conditions would make it extremely difficult to design a railroad passage while still allowing for all of the other uses. An alignment through Water Gap would affect livestock trailing and hauling, as well as water hauling operations that frequently use the Gap.

Table 15.3: Batterman Wash Allotment Impacted Features

Impacted Features	DOE Proposed Route - Garden Valley Alt. 3	DOE Proposed Route Garden Valley Alt. 1	DOE Proposed Route Garden Valley Alt. 2 & 8	Lincoln County Cottontail Pass Alternative
Base Property (land)	0	0	0	0
Base Property (water within 4 miles)	0	0	0	0
Base Property (water within 1 mile)	0	0	0	0
Base Property (pipeline crossings)	0	0	0	0
Existing Fencing (ea)	1	1	0	0
Capital Improvements	0	0	0	0
Stockwaters within 4 miles	5	3	0	0
Stockwaters within 1 mile	4	4	0	0
Creeks (ea)	3	3	0	0
Pipelines (ea)	0	0	0	0
Roads (ea)	2	1	0	0
Trails (ea)	2	1	0	0
ROW Acreage	1,142	657	-	-
Other: Water Haul Crossing	1	1	1	1
Other: Livestock Trailing	2	2	2	2
Other: Livestock Hauling	2	2	2	2
Other: Water Gap	0	0	1	0

Note: *An impact and mitigation tally was derived by RCI similar to other allotments in order to avoid a gap in the data.*

Table 15.4: Batterman Wash Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route - Garden Valley Alt. 3	DOE Proposed Route - Garden Valley Alt. 1	DOE Proposed Route Garden Valley Alt. 2 & 8	Lincoln County Cottontail Pass Alternative
Fence Construction (miles)	0	0	0	0
Fence Removal	0	0	0	0
Gates (ea)	1	1	0	0
Railroad Cattleguards (ea)	1	1	0	0
Road Cattleguards (ea)	1	1	0	0
Grazing Management Plan	1	1	1	1
Corral Relocation	0	0	0	0
Chute Relocation	0	0	0	0
Wells (ea)	0	0	0	0
Troughs (ea)	0	0	0	0
Springs (ea)	0	0	0	0
Creek Crossings (ea)	3	3	0	0
Unspecified Stockwaters (ea)	1	1	0	0
Pipeline Crossings (ea)	0	0	0	0
Pipeline Construction (miles)	0	0	0	0
Road Crossings (ea)	2	1	0	0
Trail Crossings (ea)	2	2	0	0
Sheep Crossings (ea)	3	6	0	0
Cattle Crossings (ea)	0	0	0	0
Underpasses (ea)	0	0	0	0

Note: In order to avoid a gap in data, RCI estimated the mitigation units.

Figure 15.1 Batterman Wash Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Paved Road
- DOE Proposed Route
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

N

RESOURCE CONCEPTS INC.

Cherry Creek Ranch

Water Tank

Landing Strip

Batterman Wash

GV3

GV1

Slough Pond

Needles

Valley

Garden

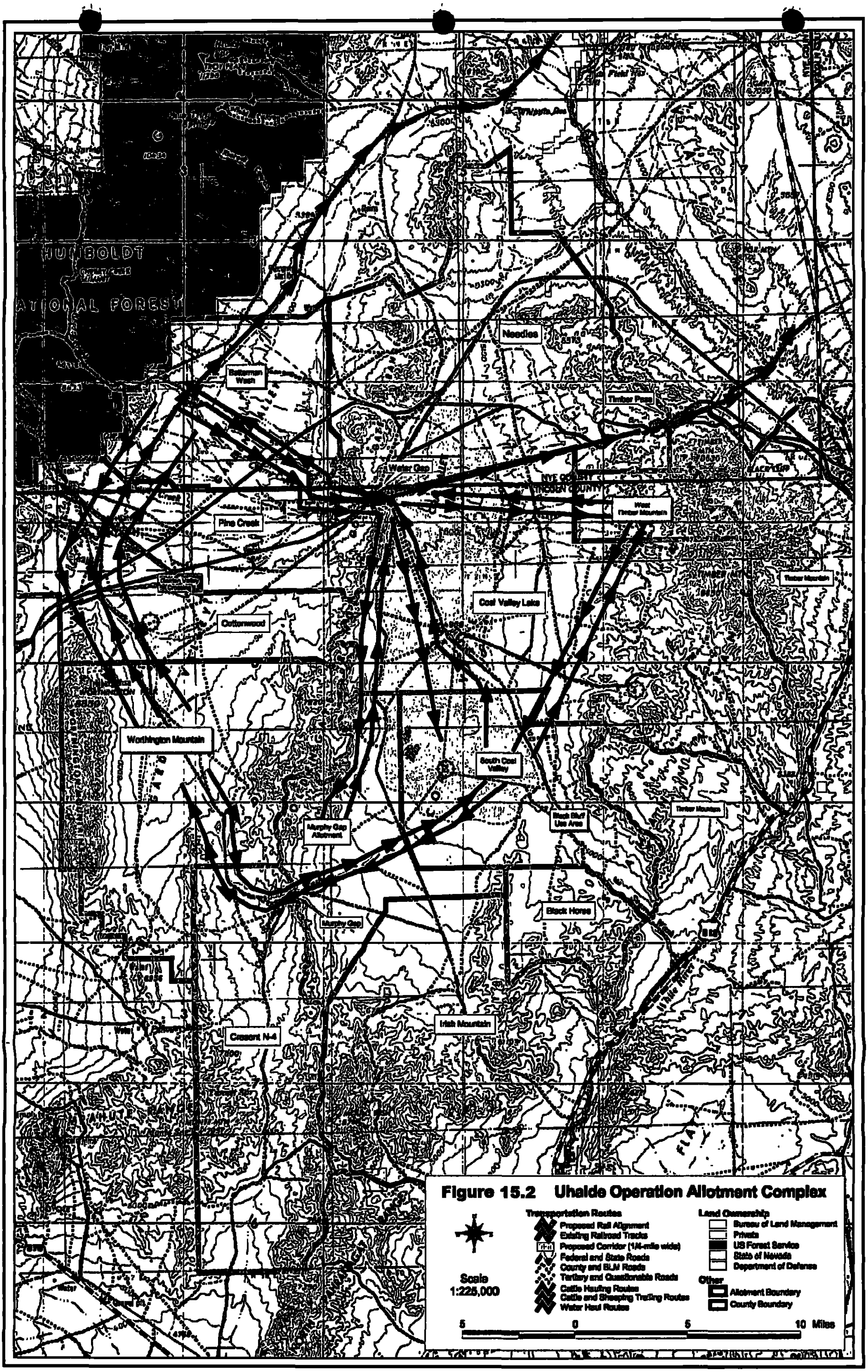
Gate

Creek

Pine Creek

LINCOLN CO

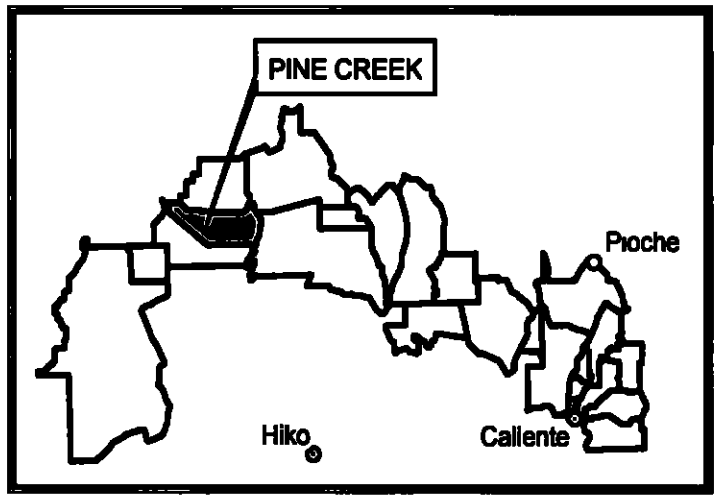
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HUMBOLDT
ATIONAL FOREST
Needles
Bateman Wash
Timber Pass
Water Gap
NYE COUNTY
WINNEMUCCA COUNTY
West Timber Mountain
Timber Mountain
Pine Creek
Coal Valley Lake
Cottonwood
Worthington Mountain
South Coal Valley
Black Rock Use Area
Timber Mountain
Murphy Gap Allotment
Murphy Gap
Black Horse
Crescent N-4
Irish Mountain
Figure 15.2 Uhalde Operation Allotment Complex
Scale
1:225,000
Transportation Routes
Proposed Rail Alignment
Existing Railroad Tracks
Proposed Corridor (1/4-mile wide)
Federal and State Roads
County and BLM Roads
Tertiary and Questionable Roads
Cattle Hauling Routes
Cattle and Sheeping Trailing Routes
Water Haul Routes
Land Ownership
Bureau of Land Management
Private
US Forest Service
State of Nevada
Department of Defense
Other
Allotment Boundary
County Boundary
5 0 5 10 Miles

16.0 PINE CREEK ALLOTMENT

Permittee: Thomas Steele
Contact: Robert Steele
City/State: Alamo, NV

Base Property: Land



16.1 ALLOTMENT DESCRIPTION

The Pine Creek Allotment is located 35 miles northwest of Hiko. The northwest side of the allotment joins the southeast unit of the Humboldt-Toiyabe National Forest. The allotment is approximately five miles wide north and south and thirteen miles long east and west.

Table 16.1: Pine Creek Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT				
				AUMs		
Public	Private	Number/Type of Livestock	Season of Use	Total	Active	Suspended
33211	1617	331	5/01-12/31	2,666	2,667	0

16.1.1 Grazing System

The allotment is grazed from summer into winter, although cattle may come out early. Cattle are free to move about the allotment and graze as they choose. It is also important to note that several bands of sheep travel through portions of the allotment and use the Water Gap at the east end of the allotment.

16.1.2 Stockwaters and Water Rights

The allotment is thoroughly watered by the convergence of four creeks and a pipeline that feeds five tanks with dirt pits.

16.1.3 Existing Fencing

The allotment boundary is fenced except when natural barriers are present and fencing is not needed. There are no internal pasture fences.

16.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – GARDEN VALLEY ALTERNATIVE 1

The GV1 alternative and the associated service road enter the allotment from the northeast out of the Batterman Wash Allotment. The track will travel in a southwest direction for approximately 4.7 miles, and exit into the Cottonwood Allotment.

Rail Length Within Allotment: 4.7 miles
1,000' Construction Right-of-Way Area: 569.7 acres

16.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the route be fenced.

16.2.2 Impacts and Mitigation

16.2.2.1 Base Property

The proposed alignment will not have any impacts on base property.

16.2.2.2 Grazing System

GV1 separates the higher elevations on the west side of the allotment from the lower elevations to the east, splitting the allotment into two areas, which will be referred to as the High Pasture and the Low Pasture. The track will be an impediment to the movement of cattle; causing them to work up and down the track causing concentrated use and heavy grazing along the track.

Construct five cattle crossings with approaches not to exceed 25 percent grade. The road and trail crossings cannot be used as cattle crossings if the right-of-way (ROW) is fenced.

Gates will be required at each cattle crossing, one on each side of the track. The gates should be sixteen-foot heavy steel, hinged from ten-inch well casings set in concrete. The Permittee can lock the gates when not in use to prevent the gates being left open. This will entail a total of five crossings and ten gates. An in-rail cattleguard will be needed at the terminal end of the ROW fence.

16.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one allotment fence.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

16.2.2.4 Stockwaters and Associated Infrastructure

GV1 will reduce the service area of the water tanks and dirt pit at Map Reference 23. The track will cut across a ditch ROW in the Cottonwood Allotment, and run across Pine Creek impacting livestock watering on the allotment. The track will also cross one pipeline. There are seven stockwaters within the four-mile impact zone. Two of theses stockwaters are within one mile of the proposed alignment.

A new trough and dirt pit must be installed in the northern pasture to avoid reducing the service area of the trough and dirt pit at Map Reference 23. All creeks, pipelines, and ditches must be culverted with culverts significantly large enough to cope with potential run off, in order to allow water from the higher elevations to reach the Low Pasture. During construction flow of water through the pipeline must remain sufficient enough to keep the water tanks full.

16.2.2.5 Road and Trails

The proposed alignment will cross one road and one trail.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

16.2.2.6 Vegetation and Forage

Inside the 570 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The amount of forage loss cannot be determined until construction is complete. Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

16.2.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

16.2.2.8 Other Impacts and Mitigations

The proposed track will be located four to five miles from the ranch headquarters. The Permittee believes it will be audible and may be visible, but offers no mitigation suggestions.

16.3 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternative 2

Proposed track GV2 enters the allotment from the east from the Coal Valley Lake Allotment through the Water Gap. The track will run in a southwest direction across the allotment and will leave the allotment near the southwest corner. The potential for flooding makes the Water Gap a poor choice of route for the proposed railroad.

Rail Length Within Allotment: 9.6 miles
1,000' Construction Right-of-Way Area: 1,163.6 acres

16.3.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the route be fenced.

16.3.2 Impacts and Mitigation

16.3.2.1 Base Property

The proposed alignment will not have any impacts on base property.

16.3.2.2 Grazing System

The Garden Valley 2 alternative will split the allotment in to two pastures The track presents a problem in that it will impede movement of cattle from the south side of the track to the north side of the track. The pasture configuration of the south side pasture will likely cause odd grazing patterns with heavy concentration of use along the track. The vegetation along Cottonwood Creek will be heavily used as well.

Construct a gated cattle crossing consisting of earth ramps on each side of the track with approaches not to exceed 25 percent grade, for each mile of track. The exact location will be determined after the centerline of the railroad is staked. This will entail a total of ten cattle crossings. Four of these crossings can be constructed as dual-purpose crossings in conjunction with road and trail crossings.

The cattle crossing gates should be sixteen-foot heavy steel hinged on ten-inch well casings set in concrete. The Permittee can lock the gates to prevent them being left open. This will entail a total of twenty gates, two at each of the previously described cattle crossings.

16.3.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one allotment fence.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road

16.3.2.4 Stockwaters and Associated Infrastructure

The GV2 alternative will cross Cottonwood Creek twice, Cherry Creek once, and will cross a pipeline and a proposed pipeline. In addition there are seven stockwaters within the four-mile impact zone, consisting of four reservoirs or tanks, one well, one trough, and one spring. Of these seven waters, one tank and trough are within one mile of the proposed alignment.

A trough will need to be installed in the northern portion of the allotment to help evenly distribute cattle through the area of the allotment above the track. Two pipelines with two troughs each must be added to the current pipeline for the same purpose in the area of the allotment south of the track. The trough and tank within the one-mile impact zone must be moved to a distance of at least one mile from the track in order to reduce the risk of livestock-train collisions.

16.3.2.5 Road and Trails

The proposed alignment crosses three major roads and three trails.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

16.3.2.6 Vegetation and Forage

Inside the 1164 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction

related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The amount of forage loss cannot be determined until construction is complete. Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

16.3.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

16.3.2.8 Other Impacts and Mitigations

None known.

16.4 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternative 3

The GV3 alternative crosses the northwestern corner of the Pine Creek Allotment.

Rail Length Within Allotment: 2.9 miles
1,000' Construction Right-of-Way Area: 351.5 acres

16.4.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the route be fenced.

16.4.2 Impacts and Mitigation

16.4.2.1 Base Property

The proposed alignment will not have any impacts on base property.

16.4.2.2 Grazing System

The Garden Valley 3 alternative will isolate the northwestern corner of the allotment. As is the case with all alternatives the track will impede the movement of cattle between the northwestern corner and the remainder of the allotment.

Three gated cattle crossings will be required for mitigation. See Section 16.3.2.2 for construction specifics.

16.4.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one allotment fence.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

16.4.2.4 Stockwaters and Associated Infrastructure

The GV3 alternative will cross Pine Creek and a pipeline. In addition five stockwaters, consisting of one spring, one well, and three troughs, are located within the four-mile impact zone. Of these impacted stockwaters, one reservoir and one well are located in the one-mile impact zone.

The water source at the well within the one-mile impact zone must be moved to at least one mile from the proposed alignment. In addition, a new trough will need to be added along the existing pipeline to provide an additional water source at a safe distance from the track.

16.4.2.5 Road and Trails

The proposed alignment crosses one major road and one trail

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

16.4.2 6 Vegetation and Forage

Inside the 352 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction.

The amount of forage loss cannot be determined until construction is complete. Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

16.4.2 7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

16.4.2.8 Other Impacts and Mitigations

None known.

16.5 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternative 8

Proposed track GV8 enters the allotment from the east from the Coal Valley Lake Allotment through the Water Gap. The track will run in a southwest direction toward the bottom of the allotment before turning west-northwest and exiting the allotment in the same location as the GV2 alternative. The potential for flooding makes the Water Gap a poor choice of route for the proposed railroad.

Rail Length Within Allotment: 10.5 miles
1,000' Construction Right-of-Way Area: 1,272.7 acres

16.5.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the route be fenced.

16.5.2 Impacts and Mitigation

16.5.2.1 Base Property

The proposed alignment will not have any impacts on base property.

16.5.2.2 Grazing System

The Garden Valley 8 alternative would split the allotment into three pastures. The track presents a problem in that it will impede movement of cattle throughout the allotment. The pasture configurations will most likely cause odd grazing patterns south of the track, and heavy use along Cottonwood Creek.

Eight gated cattle crossings must be constructed, consisting of earth ramps on each side of the track with approaches not to exceed 25 percent grade. The exact location will be determined after the centerline of the railroad is staked. Two of these crossings can be constructed as dual-purpose crossings in conjunction with road and trail crossings.

The cattle crossing gates should be sixteen-foot heavy steel hinged on ten-inch well casings set in concrete. The Permittee can lock the gates to prevent them being left open. This will entail a total of sixteen gates, two at each of the previously described cattle crossings.

16.5.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one allotment fence.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road

16.5.2.4 Stockwaters and Associated Infrastructure

The GV8 alternative will cross Cherry Creek once at the Water Gap. In addition there are seven stockwaters within the four-mile impact zone, consisting of four reservoirs or tanks, one well, one trough, and one spring. Of these seven waters, one tank, one trough, and one spring are within one mile of the proposed alignment.

A pipeline with a trough must be installed at the spring in the one-mile impact zone, to move the watering location to a distance of more than one mile from the proposed alignment.

16.5.2.5 Road and Trails

The proposed alignment crosses one major road and two trails. The proposed alignment runs parallel to the major road, and impacts cannot be determined until the final alignment is staked.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

16.5.2.6 Vegetation and Forage

Inside the 1,273 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction

The amount of forage loss cannot be determined until construction is complete. Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

16.5.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

16.5.2.8 Other Impacts and Mitigations

None known.

16.6 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY COTTONTAIL PASS ALTERNATIVE

The Lincoln County Cottontail Pass Alternative closely follows the southern border of the Pine Creek Allotment.

Rail Length Within Allotment: 2 miles
1,000' Construction Right-of-Way Area: 182 acres

16.6.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the route be fenced.

16.6.2 Impacts and Mitigation

Impacts within the allotment are minimal and are limited to the loss of forage associated with the railroad ROW, and a major road crossing. No stockwaters are considered to be impacted due to the fact that the track would run along the allotment boundary and there would be no cattle movement over the track.

Standard mitigations as laid out in Sections 16.5.2.6 and 16.5.2.5 apply.

Table 16.2: Pine Creek Allotment Impacted Features

Impacted Features	DOE Proposed Route – Garden Valley Alternative 1	DOE Proposed Route – Garden Valley Alternative 2	DOE Proposed Route – Garden Valley Alternative 3	DOE Proposed Route – Garden Valley Alternative 8	Lincoln County Cottontail Pass Alternative
Base Property (land)	0	0	0	0	0
Base Property (water within 4 miles)	0	0	0	0	0
Base Property (water within 1 mile)	0	0	0	0	0
Base Property (pipeline crossings)	0	0	0	0	0
Existing Fencing (ea)	2	2	2	1	1
Capital Improvements	0	0	0	0	0
Stockwaters within 4 miles	7	7	5	7	0
Stockwaters within 1 mile	2	2	2	3	0
Creeks (ea)	3	3	1	1	0
Pipelines (ea)	1	1	1	0	0
Roads (ea)	1	3	1	1	1
Trails (ea)	1	3	1	2	0
ROW Acreage	570	1,161	349	1,270	182

Table 16.3: Pine Creek Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route – Garden Valley Alternative 1	DOE Proposed Route – Garden Valley Alternative 2	DOE Proposed Route – Garden Valley Alternative 3	DOE Proposed Route – Garden Valley Alternative 8	Lincoln County Cottontail Pass Alternative
Fence Construction (miles)	9.4	19 2	5 8	21	8 5
Fence Removal	0	0	0	0	4
Gates (ea)	11	27	8	20	8
Railroad Cattleguards (ea)	2	21	4	18	16
Road Cattleguards (ea)	1	0	3	2	2
Grazing Management Plan	1	1	1	1	1
Corral Relocation	0	0	0	0	0
Chute Relocation	0	0	0	0	0
Wells (ea)	0	0	0	0	0
Troughs (ea)	1	6	2	1	0
Springs (ea)	0	0	0	0	0
Creek Crossings (ea)	2	3	1	1	0
Unspecified Stockwaters (ea)	1	1	0	0	0
Pipeline Crossings (ea)	1	2	1	0	0
Pipeline Construction (miles)	0	7.3	.75	1	0
Road Crossings (ea)	1	3	1	1	1
Trail Crossings (ea)	0	3	1	0	0
Road / Trail Realignment (mi)	1	0	0	0	0
Sheep Crossings (ea)	0	0	0	0	0
Cattle Crossings (ea)	5	0	3	0	0
Underpasses (ea)	0	0	0	0	0

Figure 16.1 Pine Creek Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Paved Road
- DOE Proposed Route
- Lincoln County Cottontail Pass Route
- Allotment Boundary
- Proposed Corridor (1000 ft wide)
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

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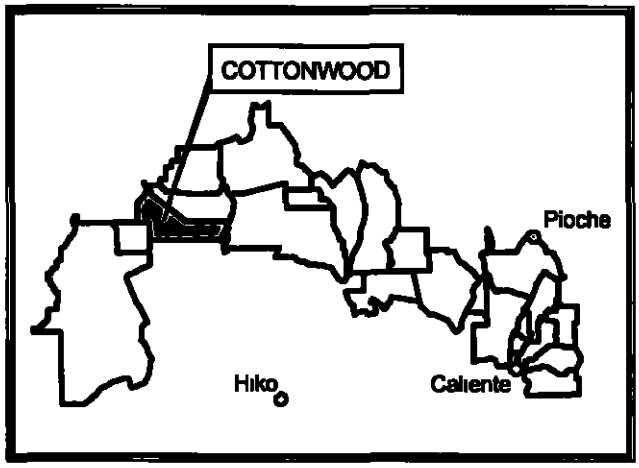
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17.0 COTTONWOOD ALLOTMENT

Permittee: Kay Wright Ranch LLC
Contact: Rocky and Linda Hatch
City/State: Hiko, Nevada

Base Property: 25 percent Water (Carpenter Spring and the Carpenter Spring Pipeline) and 75 percent Land.



17.1 ALLOTMENT DESCRIPTION

The Cottonwood Allotment is bordered by the Golden Gate Range to the east, and the Quinn Canyon Range to the west.

Table 17.1: Cottonwood Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
41,135	302	233	Cattle	10/01 - 12/31 4/01 - 5/31	3,016	1,177	1,839

17.1.1 Grazing System

This allotment uses a three pasture rotational grazing system.

17.1.2 Stockwaters and Water Rights

The allotment is watered by a nine-mile long pipeline from Carpenter Spring with a series of troughs, in addition to wells, springs, ponds, reservoirs, and intermittent creeks. The stockwater improvements are authorized by BLM under Cooperative Agreements.

The stockwaters are all vested, certified, or permitted under Nevada State Law. They are private property rights All the watering troughs constitute authorized "points of diversion" under state law.

17.1.3 Existing Fencing

The majority of the allotment is fenced with the exception of natural barriers. Two internal fences create the pastures.

17.2 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternative 3

The DOE proposed alignment would enter the Cottonwood Allotment on the northern side of the western half, and would exit near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment: 4.10 miles
1,000' Construction Right-of-Way Area: 496.97 acres

17.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railroad right-of-way (ROW) remain unfenced, preferring to take the risk of death loss from collisions on an unfenced track and receive compensation, than lose the freedom for cattle to graze on both sides of the track.

17.2.2 Impacts and Mitigation

17.2.2.1 Base Property

The proposed alignment intersects the Carpenter Spring Pipeline, which, along with Carpenter Spring, makes up 25 percent of the base property for the Cottonwood Allotment. There are 181 AUMs attached to the pipeline and 110 AUMs attached to the spring. The balance of the permit is attached to land. The Base Property classification adds a level of value and importance to the spring and pipeline beyond the level of private property rights under state law.

See Section 17.2.2.4 for proposed mitigation.

17.2.2.2 Grazing System

The railroad will impede cattle movement and grazing habits to some degree by creating a barrier over which cattle must travel to get from one side of the pasture to the other. The deeper the cuts and fills, the more interference to livestock movement.

A cattle crossing will be required in both the central and western pastures. These features should be constructed with less than a 25 percent grade.

17.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross two fences.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

17.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of twelve different stockwaters, including three troughs, three wells, three springs and three reservoirs. Of these twelve stockwaters, one trough, one well, and two reservoirs are within one mile of the track. This is of particular concern due to potential increase for livestock-train collisions. The proposed alignment would also cross the Carpenter Spring Pipeline, which is a base property.

The stockwaters within one mile of the track should be move away from the track to allow for a buffer in excess of one mile. The pipeline that would be crossed by the track would need to be protected to allow for continuous flow through the duration of construction and operation of the rail.

17.2.2.5 Road and Trails

The proposed alignment would cross one road and three trails.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

17.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

17.2.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

17.2.2 8 Other Impacts and Mitigations

None known.

17.3 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – GARDEN VALLEY ALTERNATIVES 1

The DOE proposed alignment would enter the Cottonwood Allotment on the northern side of the western half, and would exit near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment. 4.42 miles
1,000' Construction Right-of-Way Area: 535.76 acres

17.3.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railroad ROW remain unfenced, preferring to take the risk of death loss from collisions on an unfenced track and receive compensation, than lose the freedom for cattle to graze on both sides of the track.

17.3.2 Impacts and Mitigation

17.3.2.1 Base Property

The proposed alignment intersects the Carpenter Spring Pipeline, which, along with Carpenter Spring, makes up 25 percent of the base property for the Cottonwood Allotment. There are 181 AUMs attached to the pipeline and 110 AUMs attached to the spring. The balance of the permit is attached to land. The Base Property classification adds a level of value and importance to the spring and pipeline beyond the level of private property rights under state law.

See Section 17.3.2.4 for proposed mitigation.

17.3.2.2 Grazing System

See Section 17.2.2.2 as the same impacts apply.

A cattle crossing will be required in both the central and western pastures. These features should be constructed with less than a 25 percent grade

17.3.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross two fences.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

17.3.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of thirteen different stockwaters, including three springs, two pipeline troughs, five ponds, and three wells. One trough, one well, and two ponds are within a mile of the rail, subjecting the cattle to increased risk of collision and death because of congestion proximity to the rail. The proposed alignment would also cross the Carpenter Spring Pipeline, which is a base property.

The stockwaters within one mile of the track should be move away from the track to allow for a buffer in excess of one mile. The pipeline that would be crossed by the track would need to be protected to allow for continuous flow through the duration of construction and operation of the rail. In addition a new stockwater well will be required to mitigate the impact of the rail of the stockwaters in the four-mile impact zone.

17.3.2.5 Road and Trails

Two roads and two trails are intersected by the proposed railroad.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

17.3.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

17.3.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

17.3.2.8 Other Impacts and Mitigations

None known.

17.4 Proposed Railroad Alignment – DOE Proposed Route – Garden Valley Alternatives 2

The DOE proposed alignment would enter the Cottonwood Allotment on the northern side of the western half, and would exit near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment: 5 14 miles
1,000' Construction Right-of-Way Area: 623.03 acres

17.4.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railroad ROW remain unfenced, preferring to take the risk of death loss from collisions on an unfenced track and receive compensation, than lose the freedom for cattle to graze on both sides of the track.

17.4.2 Impacts and Mitigation

17.4.2.1 Base Property

The proposed alignment intersects the Carpenter Spring Pipeline, which, along with Carpenter Spring, makes up 25 percent of the base property for the Cottonwood Allotment. There are 181 AUMs attached to the pipeline and 110 AUMs attached to the spring. The balance of the permit is attached to land. The Base Property classification adds a level of value and importance to the spring and pipeline beyond the level of private property rights under state law.

See Section 17.4.2.4 for proposed mitigation.

17.4.2.2 Grazing System

See Section 17.2.2.2 as the same impacts apply.

A cattle crossing will be required in both the central and western pastures. These features should be constructed with less than a 25 percent grade.

17.4.2 3 Existing Fence and Capital Improvements

The proposed alignment would cross two fences.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

17.4.2.4 Stockwaters and Associated Infrastructure

The impacts to stockwaters are the same as those for the GV1 alternative, except for the number of stockwaters that are within one mile of the railroad. In the case of GV2, one trough and one reservoir are within one mile.

Mitigation is the same as for the GV1 alternative.

17.4.2.5 Road and Trails

One road and three trails would be intersected by the proposed rail alignment.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

17.4.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

17.4.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations

17.4.2.8 Other Impacts and Mitigations

None known.

17.5 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY COTTONTAIL PASS ALTERNATIVE

The Lincoln County Cottontail Pass Alternative enters the east side of the Cottonwood Allotment at Cottontail Pass and would continue approximately due west until exiting the allotment near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment: 10.89 miles
1,000' Construction Right-of-Way Area: 1,138.00 acres

17.5.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railroad ROW remain unfenced, preferring to take the risk of death loss from collisions on an unfenced track and receive compensation, than lose the freedom for cattle to graze on both sides of the track.

17.5.2 Impacts and Mitigation

17.5.2.1 Base Property

The proposed alignment intersects the Carpenter Spring Pipeline. See Section 17.2.2.1 for further details.

See Section 17.2.2.4 for proposed mitigation.

17.5.2.2 Grazing System

The railroad will impede cattle movement and grazing habits to some degree by creating a barrier over which cattle must travel to get from one side of the pasture to the other. The deeper the cuts and fills, the more interference to livestock movement.

Cattle crossings must be constructed with less than 25 percent grade at approximately one-mile intervals between road crossings. This will require three cattle crossing.

17.5.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross three fences.

All fence crossings will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

17.5.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of fourteen different stockwaters, including three troughs, three wells, five springs and three reservoirs. Of these fourteen stockwaters, one trough, one spring, and one reservoir are within one mile of the track. This is of particular concern due to potential increase for livestock-train collisions. The proposed alignment would also cross the Carpenter Spring Pipeline, which is a base property.

The stockwaters within one mile of the track should be moved away from the track to allow for a buffer in excess of one mile. The pipeline that would be crossed by the track would need to be protected to allow for continuous flow through the duration of construction and operation of the rail.

17.5.2.5 Road and Trails

The proposed alignment would cross two roads and four trails.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

17.5.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by

railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

17.5.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

17.5.2.8 Other Impacts

The Permittee feels very strongly that the complications associated with this alternative will make it impossible for his business to continue.

Table 17.2: Cottonwood Allotment Impacted Features

Impacted Features	DOE Proposed Route – Garden Valley Alternative 3	DOE Proposed Route – Garden Valley Alternative 1	DOE Proposed Route – Garden Valley Alternative 2	Lincoln County Cottontail Pass Alternative
Base Property (land)	0	0	0	0
Base Property (water within 4 miles)	4	3	3	3
Base Property (water within 1 mile)	1	1	0	1
Base Property (pipeline crossings)	1	1	1	1
Existing Fencing (ea)	2	2	2	3
Capital Improvements	0	0	0	0
Stockwaters within 4 miles	12	13	13	14
Stockwaters within 1 mile	4	4	2	3
Creeks (ea)	0	0	0	0
Pipelines (ea)	1	1	1	1
Roads (ea)	1	2	1	2
Trails (ea)	3	1	3	4
ROW Acreage	497	536	623	1,138

Table 17.3: Cottonwood Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route – Garden Valley Alternative 3	DOE Proposed Route – Garden Valley Alternative 1	DOE Proposed Route – Garden Valley Alternative 2	Lincoln County Cottontail Pass Alternative
Fence Construction (miles)	0	0	0	0
Fence Removal	0	0	0	0
Gates (ea)	2	6	8	2
Railroad Cattleguards (ea)	2	2	1	2
Road Cattleguards (ea)	2	2	1	2
Grazing Management Plan	1	1	1	1
Corral Relocation	0	0	0	0
Chute Relocation	0	0	0	0
Wells (ea)	0	0	0	0
Troughs (ea)	2	2	2	2
Springs (ea)	0	0	0	0
Creek Crossings (ea)	0	0	0	0
Unspecified Stockwaters (ea)	2	2	2	1
Pipeline Crossings (ea)	1	1	1	1
Pipeline Construction (miles)	.5	.5	5	.5
Road Crossings (ea)	1	2	1	0
Trail Crossings (ea)	3	2	3	0
Sheep Crossings (ea)	0	0	0	0
Cattle Crossings (ea)	2	2	2	3
Underpasses (ea)	0	0	0	0

Figure 17.1 - Cottonwood Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Paved Road
- DOE Proposed Route
- Lincoln County Short Route
- Allotment Boundary
- Proposed Corridor (1000 ft wide)
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

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BATTERMAN WASH

PINE CREEK

COTTONWOOD

COAL VALLEY LAKE

MCCUTCHEON SPRING

WORTHINGTON MOUNTAIN

Cottonwood Creek

Barton Creek

Landing Strip

Open Pit Mine

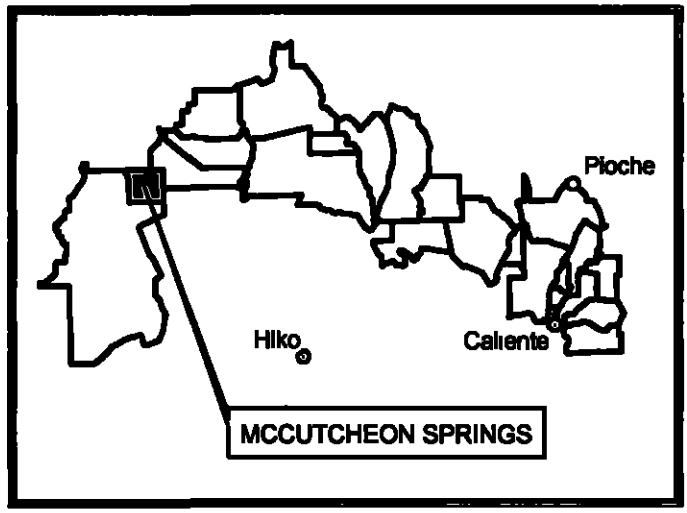
Reservoir

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18.0 MCCUTCHEON SPRINGS ALLOTMENT

Permittee: Wright Trust
Contact: Rocky and Linda Hatch
City/State: Hiko, Nevada

Base Property: Land



18.1 ALLOTMENT DESCRIPTION

The McCutcheon Springs Allotment is located near the northeast end of Sand Springs Valley, bordering the south end of the Humboldt National Forest and the Quinn Canyon Range to the north and the Worthington Mountains to the south.

Table 18.1: McCutcheon Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
18,061	40	Wright Trust	38 Cattle	03/01 – 02/28	446	446	0

18.1.1 Grazing System

The allotment is configured as one large pasture. Cattle utilize the entire allotment for the duration of the season.

18.1.2 Stockwaters and Water Rights

McCutchen Spring is the only perennial water source within the allotment, and is centrally located.

18.1.3 Existing Fencing

The entire boundary of the allotment is fenced. There are no interior pasture fences.

18.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the McCutcheon Springs Allotment from the east just south of the northeast corner, and runs southwest across the center of the allotment exiting south of the mid point of the western boundary.

Rail Length Within Allotment: 6.47 miles
1,000' Construction Right-of-Way Area: 784 acres

18.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has indicated a desire not to fence the rail right-of-way (ROW).

18.2.2 Impacts and Mitigation

18.2.2.1 Base Property

No impacts to the base property are anticipated.

18.2.2.2 Grazing System

The current grazing system entails utilization of the entire allotment as a single pasture. The proposed alignment would cut the allotment almost perfectly in half resulting in a north-south division. The proposed alignment would restrict cattle movement within the allotment to some degree and isolate the water source from the southern half of the allotment.

Three cattle crossings would need to be constructed to maintain movement across the track. Crossing should consist of earthen ramps, not to exceed 25 percent grade. A new well and trough on the south side of the track would prevent the need for cattle to cross the track from the southern portion of the pasture for water. Due to the changes a revised or new allotment grazing plan would likely be required.

18.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence at both the eastern and western boundaries.

The fence crossings would require in-rail cattleguards as well as roadway cattleguards on the service road and gates (the impacts and mitigations for the eastern boundary fence have already been tabulated in the Cottonwood Allotment analysis).

18.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within a half mile of the only perennial water source within the allotment causing an increased chance for cattle collisions. The track would also create a barrier between the water and the southern portion of the allotment.

Install a new well and trough on the south side of the proposed alignment. Location to be determined once the rail centerline were staked.

18.2.2.5 Road and Trails

The proposed alignment would cross three existing trails, and parallel trails in two locations.

All trail crossings will need to be equipped with approach ramps that do not exceed twelve percent. Those portions of trail that parallel the alignment would need to be realigned to maintain access.

18.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

18.2.2.7 Loss of Livestock

The proposed alignment would pose a risk of livestock death due to train collisions.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

18.2.2.8 Other Impacts and Mitigations

The Permittee favors a route that would avoid the McCutcheon Springs Allotment, possibly through Murphy Gap as discussed in the Cottonwood Allotment assessment.

Table 18.2: McCutcheon Springs Allotment Impacted Features

Impacted Features	DOE Proposed Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	3
Stockwaters within 1 mile	2
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	0
Trails (ea)	3
ROW Acreage	784

Table 18.3: McCutcheon Springs Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	1
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	1
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	1
Troughs (ea)	1
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	0
Trail Crossings (ea)	3
Sheep Crossings (ea)	0
Cattle Crossings (ea)	3
Underpasses (ea)	0

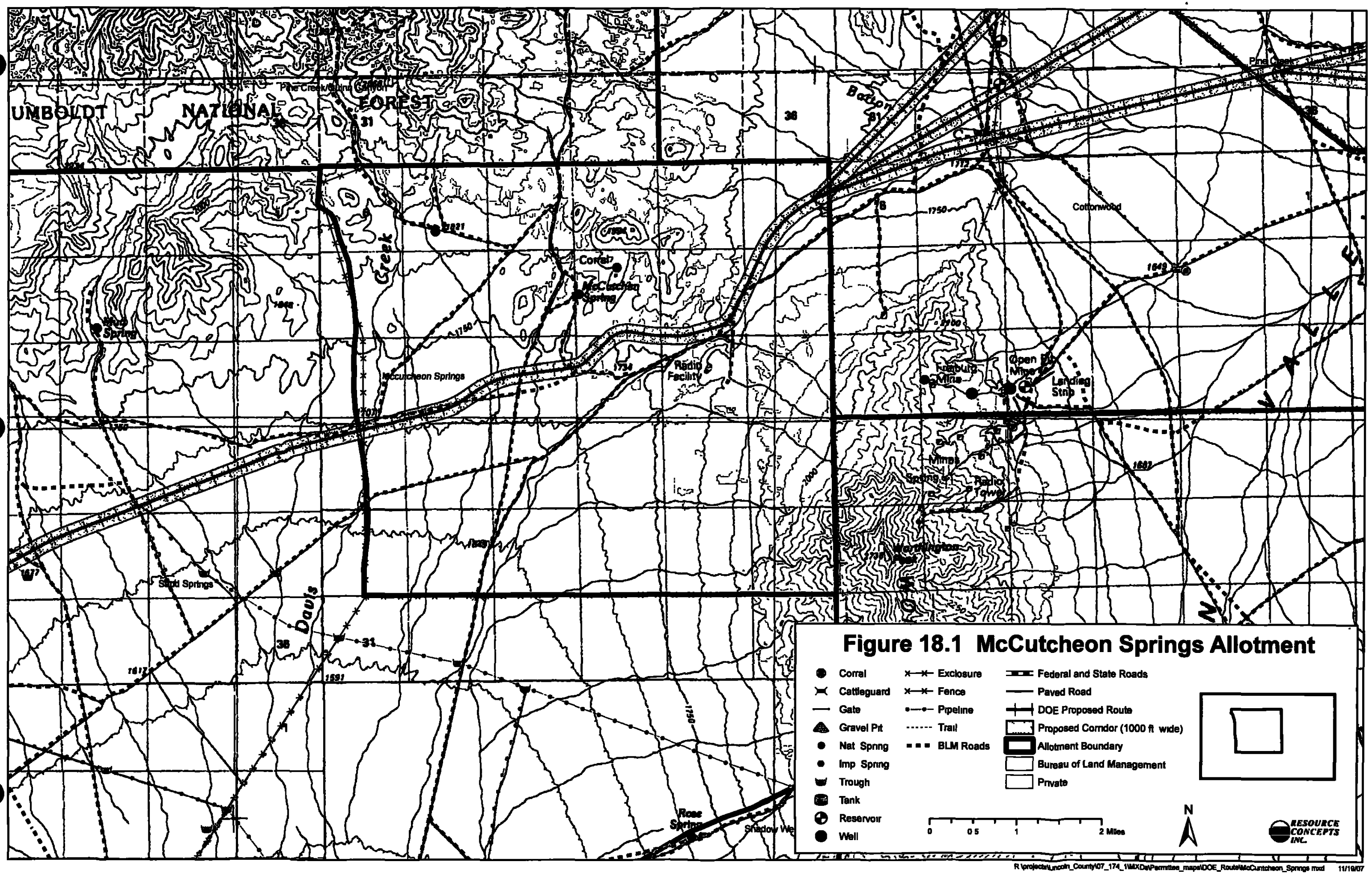


Figure 18.1 McCutcheon Springs Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Federal and State Roads
- Paved Road
- DOE Proposed Route
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

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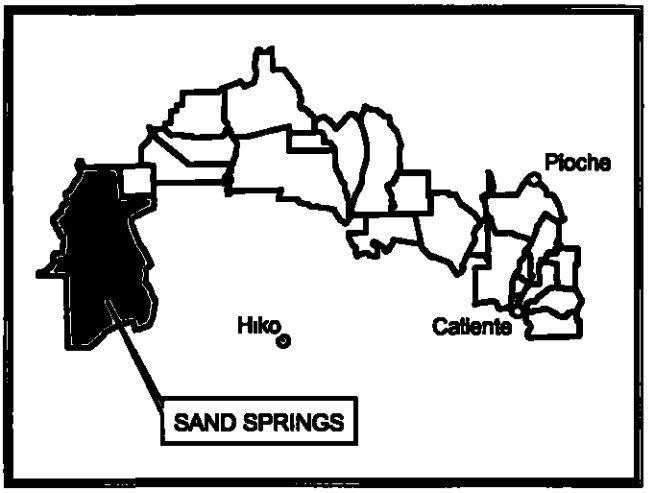
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19.0 SAND SPRINGS ALLOTMENT

Permittee: Tempiute Grazing Association
Contact: Dirk and Marta Agee
City/State: Alamo, Nevada

Base Property: Water



19.1 ALLOTMENT DESCRIPTION

The Sand Springs Allotment occupies nearly all of the Sand Spring Valley running from the Quinn Canyon Range on the northern boundary to the Groom Range on the southern boundary.

Table 19.1: Sand Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
231,907	7,757	TGA	1,518 Cattle	03/01 – 02/28	10,000	7,005	*2,995

*3,000 Temporary non-renewable AUMs only usable in good years

19.1.1 Grazing System

The allotment is configured as one large pasture. Cattle utilize the entire allotment during continuous winter grazing.

19.1.2 Stockwaters and Water Rights

The base property is 100 percent Water under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The TGA has developed an elaborate stockwater system. The system consists of over 135 miles of pipelines and dozens of troughs, and storage tanks. The system originates from a highly productive spring near the US Forest Service boundary on the north end of the allotment. The water is piped down gradient to the south and branches into multiple distribution pipelines. The system is authorized by the BLM under a Cooperative Agreement, and by the Nevada Division of Water Resources under Nevada State Water Law.

19.1.3 Existing Fencing

The boundary of the allotment is fenced in areas that are passable by cattle. The remainder of the allotment boundary consists of rugged topography. Several interior pasture fences and drift fences are scattered throughout the allotment as well

19.2 Proposed Railroad Alignment – DOE Proposed Route

The DOE proposed alignment would enter the Sand Springs Allotment from the east within the northeast corner, and runs southwest across the northern portion of the allotment exiting the western boundary of the allotment at the Lincoln / Nye County line.

Rail Length Within Allotment. 13.38 miles
1,000' Construction Right-of-Way Area: 1,622 acres

19.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has indicated a desire not to fence the rail right-of-way (ROW).

19.2.2 Impacts and Mitigation

19.2.2.1 Base Property

The base property classification is 100 percent water under authority of the Taylor Grazing Act. The consequences of adversely affecting the stockwaters are thus greater than if the TGA had only a water right on them. The proposed alignment would cross multiple pipelines, and within close proximity to an array of stockwaters that compose the base property of the allotment.

See Section 19.2.2.4 for impacts and mitigations required for the stockwater system.

19.2.2.2 Grazing System

The current grazing system entails utilization of the entire allotment as a single pasture. The proposed alignment would cut across the northern portion of the existing allotment isolating a smaller portion of the allotment to the north of the alignment from the bulk of the allotment to the south. Even without fencing the propose alignment and rail would present a barrier and would interfere with cattle movements and grazing habits to some degree The deeper the cuts and fills the higher the level of interference.

Cattle crossings would need to be constructed to maintain movement across the rail. Crossing should consist of earthen ramps, not to exceed 25 percent grade. Crossings should be spaced at half-mile intervals between and in addition to the road crossings resulting in a need for approximately fourteen crossings.

19.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence at both the eastern and western boundaries. The proposed alignment would also cross a drift fence on the western portion of the allotment.

The fence crossings would require in-rail cattleguards as well as roadway cattleguards on the service road and gates (impacts and mitigations were already tabulated for the eastern boundary fence in the McCutcheon Springs Allotment analysis).

19.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of twenty-three stockwaters, and within one mile of nine of those. Those stockwaters within one mile are of greatest concern due to congestion and increased use near the rail, increasing the potential for collisions. The alignment would also cross four pipelines

All waters located within 1 mile of the final alignment would need to be relocated to maintain at least 1 mile between the water and the rail. Any wells drilled for construction purposes within the allotment should be deeded to the Permittee following construction for stockwater use. This will also be beneficial to DOE, as abandonment fees for the wells could be avoided. All pipelines will have to be protected, and flows maintained throughout construction and operation of the rail. Any changes or alterations to the current water distribution system may require a new or revised BLM agreement.

19.2.2.5 Road and Trails

The proposed alignment would cross four existing trails, and one road. Two portions of trail would run parallel to the alignment.

One of the trails could be realigned to avoid a crossing. All other trail crossings will need to be equipped with approach ramps that do not exceed twelve percent. All road crossings will need to be equipped with approach ramps that do not exceed six percent. Approximately one mile of trail would need to be realigned.

19.2 2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail

19.2.2.7 Loss of Livestock

The proposed alignment would pose a risk of livestock death due to train collisions.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

19.2.2.8 Other Impacts and Mitigations

The TGA requests that they be given the opportunity to review the construction plans in draft stage to give them the opportunity to negotiate or have input into details that are difficult to foresee in advance.

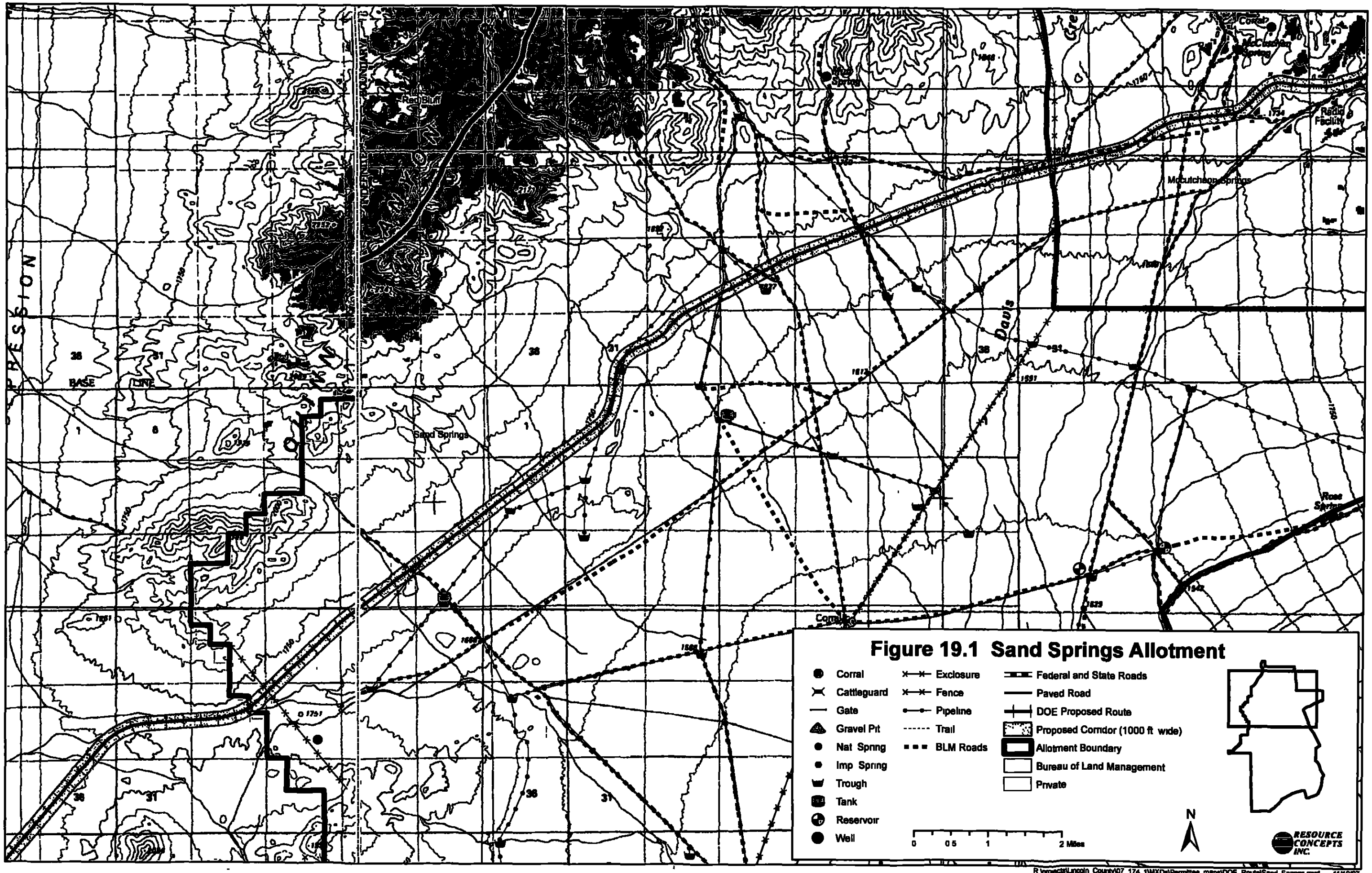
The TGA is concerned about what steps will be taken to police the leisure time of construction crews camped in the field in order to minimize pilfering and vandalism of private property that is scattered along the proposed alignment. They request to be informed of the policing measures that will be taken.

Table 19.2: Sand Springs Allotment Impacted Features

Impacted Features	DOE Proposed Route
Base Property (land)	0
Base Property (water within 4 miles)	23
Base Property (water within 1 mile)	9
Base Property (pipeline crossings)	4
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	23
Stockwaters within 1 mile	9
Creeks (ea)	0
Pipelines (ea)	4
Roads (ea)	1
Trails (ea)	3
ROW Acreage	1,622

Table 19.3: Sand Springs Allotment Mitigation Summary

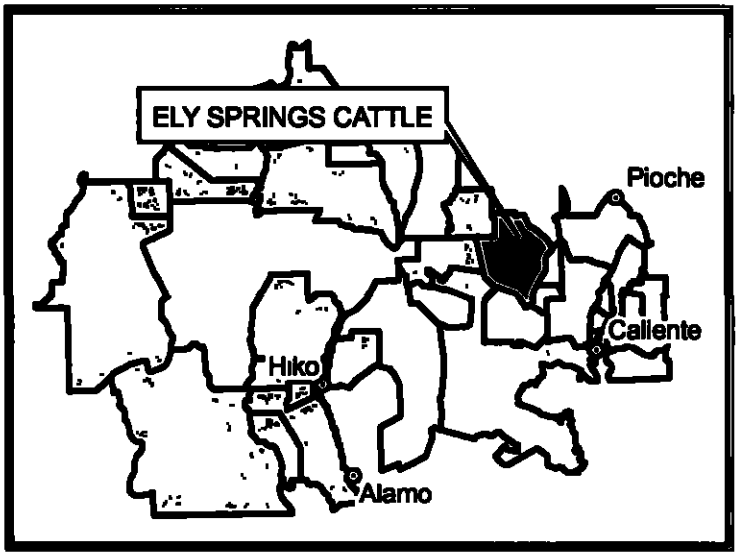
Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	2
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	9
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	1
Pipeline Crossings (ea)	4
Pipeline Construction (miles)	8
Road Crossings (ea)	1
Trail Crossings (ea)	2
Toad/Trail Realignment (miles)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	14
Underpasses (ea)	0


Red Bluff
Sand Springs
Mcculcheon Springs
Rose Springs
Davis
BASE LINE
Figure 19.1 Sand Springs Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Federal and State Roads
Paved Road
DOE Proposed Route
Proposed Corridor (1000 ft wide)
Allotment Boundary
Bureau of Land Management
Private
0 0.5 1 2 Miles
N
RESOURCE CONCEPTS INC.
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20.0 ELY SPRINGS CATTLE ALLOTMENT

Permittee: Laird Whipple
Contact: Laird Whipple
City/State: Panaca, Nevada

Base Property: Water - Ely Spring



20.1 ALLOTMENT DESCRIPTION

The Ely Springs Cattle Allotment is located on the east side of Dry Lake Valley, approximately 14 miles west of Panaca. It encompasses the northern portion of the Burnt Springs Range, and is bound to the east by the Black Canyon Range and to the north by the Ely Springs Range Ely Springs proper is situated to the north of the allotment within the Ely Springs Sheep Allotment.

Table 20.1: Ely Springs Cattle Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
57,240	606	Whipple	354 Cattle	03/01 – 02/28	4,848	4,248	600

20.1.1 Grazing System

Grazing in this allotment is year-round. A four pasture rotational system has been established to provide rest to forage species in given pastures at specific parts of the year. Two smaller holding pastures are also situated in the northern portion of the allotment. All pastures are completely enclosed either by fencing or a combination of fencing and geographical barriers.

The Permittee also holds a grazing permit on the adjacent Ely Springs Sheep Allotment for 259 cattle and 1,805 AUMs, 600 of which are currently suspended. A recently completed grazing management plan has combined the Ely Springs Cattle and Sheep Allotments allowing for an expanded rotational grazing system.

20.1.2 Stockwaters and Water Rights

The allotment is watered by a system of pipelines and stockwater tanks. All water for this system originates at the base property for this allotment, Ely Spring. All water rights are certified, and commingled. This means that the delivery point of the water can be changed. There are also several dirt ponds located within the allotment. Coyote Wash runs parallel to the west side of the allotment and fills two of these ponds.

20.1.3 Existing Fencing

The allotment is entirely fenced with several exceptions on the eastern boundary. The unfenced portions of the Burnt Springs Range, "The Bluffs" and the Black Canyon Range are inaccessible by cattle due to steep topography.

20.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

This allotment would impacted by both the Department of Energy proposed route and the Lincoln County Short Route. The impacts and requested mitigation for the DOE proposed Route can be found in Section 7.0. The Lincoln County Short Route would enter the eastern edge of the allotment just north of the Burnt Springs Range. The alignment would break southeast and pass between the Burnt Springs Range and the Robbers Roost area traveling parallel to and existing county road and exiting the allotment to the south.

Rail Length Within Allotment: 7 14 miles
1,000' Construction Right-of-Way Area: 865 acres

20.2.1 Fencing Preference for Proposed Rail Alignment

Generally, the Permittee is opposed to fencing the rail as long as train speeds are kept under 40 mph. If train speeds were to exceed 40 mph the Permittee would like to complete a new evaluation. However, in the case of the Lincoln County Short Route the Permittee would like to see the rail fenced in order to allow for mitigation of the grazing system.

20.2.2 Impacts and Mitigation

20.2.2.1 Base Property

Although Ely Spring itself is not directly impacted by the propose line, the water delivery system from the base property is disturbed. A system of existing pipelines delivers water from Ely Spring to the southern portion of the allotment. Water rights from the spring are certified and commingled, so moving the point of delivery in the future could be greatly impacted for the southern portion of the allotment

Mitigation needs to include continuation of water delivery during construction and following installation of the rail. A protective conduit for all pipelines needs to be provided, and a maintenance agreement established. A protocol for having to cross the rail for future changes in point of delivery would also have to be established.

20.2.2.2 Grazing System

The proposed alignment would cross two of the four established pastures. In both cases the rail will subdivide the existing pastures, and Section off several very small portions of those pastures. The rail will also hamper free movement of cattle within each of the pastures, and alter cattle behavior. This will result in the need for additional manpower in order to condition cattle for several years until they become accustomed to the rail.

As mitigation the Permittee indicated a desire to fence the rail alignment, and use that fence as the new boundary fence between Pastures 3 and 4. In this instance, revisions may be required to the recently completed Grazing Management Plan. To complete this new design approximately two and a quarter miles of existing fence would need to be removed (Map Reference 1), and one and three quarters miles of new fence would have to be constructed. The new fence construction would require two new cattleguard and two gates to maintain

access on the existing road that would run parallel to the new fence. Despite the new pasture configuration there would still be several isolated areas. The Permittee requested at least two cattle underpasses to allow free movement of cattle from either side of the rail in Pasture 4. Each underpass would require two roadway cattleguards for the service roads and two gates on either side of the underpass to restrict cattle movement if so desired.

20.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment. In addition, one interior pasture fences would be crossed.

Mitigation for fence crossings would require two in-rail cattleguards, two road cattleguards, and two gates at either end of the allotment (impacts and mitigation for the eastern boundary fence were tabulated in the Black Canyon Allotment Analysis). The interior fence wouldn't require any changes if the right-of-way (ROW) would be fenced.

20.2.2.4 Stockwaters and Associated Infrastructure

A series of pipelines originating at Ely Springs provide water distribution to the allotment. The proposed alignment would cross one existing pipeline. The fenced alignment would run within four miles of thirteen stockwaters located in Pastures 3 and 4, and of those within one mile of 6 stockwaters, and isolate portions of new Pastures 3 and 4 from water. The proposed alignment would also run over or parallel to another portion of existing pipeline.

Mitigation would include a pipeline crossings across the rail. Approximately five miles of new pipeline would be required to realign the existing line that would be under the track footprint, and to provide water in new segmented portions of pasture (Map Reference 2). The trunk water line would run parallel to the rail on the north side. One existing trough to the south of the rail in Pasture 4 would need to be maintained, and two new troughs on the west side of Pasture 4 on the east side of the rail would need to be installed along the trunk line (Map Reference 3). This would require two pipeline crossings. Pasture 3 would require one new trough to the north of the proposed rail (Map Reference 4).

20.2.2.5 Road and Trails

The proposed alignment would cross a County Road in three locations, and run over the top of an existing county road for approximately one mile. The proposed alignment would also cross over one other existing dirt road.

The County Road would have to be realigned over approximately three miles in order to avoid excess crossings. Two County Road crossings would have to be installed with maximum approach grades of six percent. The existing dirt road crossing would also need to be maintained with a maximum crossing of twelve percent. All crossings would have to be equipped with cattleguards and gates on either side of the rail to maintain the integrity of the fence for a total of 6 gates and 6 roadway cattleguards.

20.2.2.6 Vegetation and Forage

A permanent loss of forage would occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail. Inside the 1,834 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction

20.2.2.7 Loss of Livestock

The proposed alignment would pose a risk of livestock death due to train collisions.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

20.2.2.8 Other Impacts and Mitigations

Currently a fiber optics line runs across the allotment. The Permittee expressed concern over the potential impacts or damage to the line during construction of the rail.

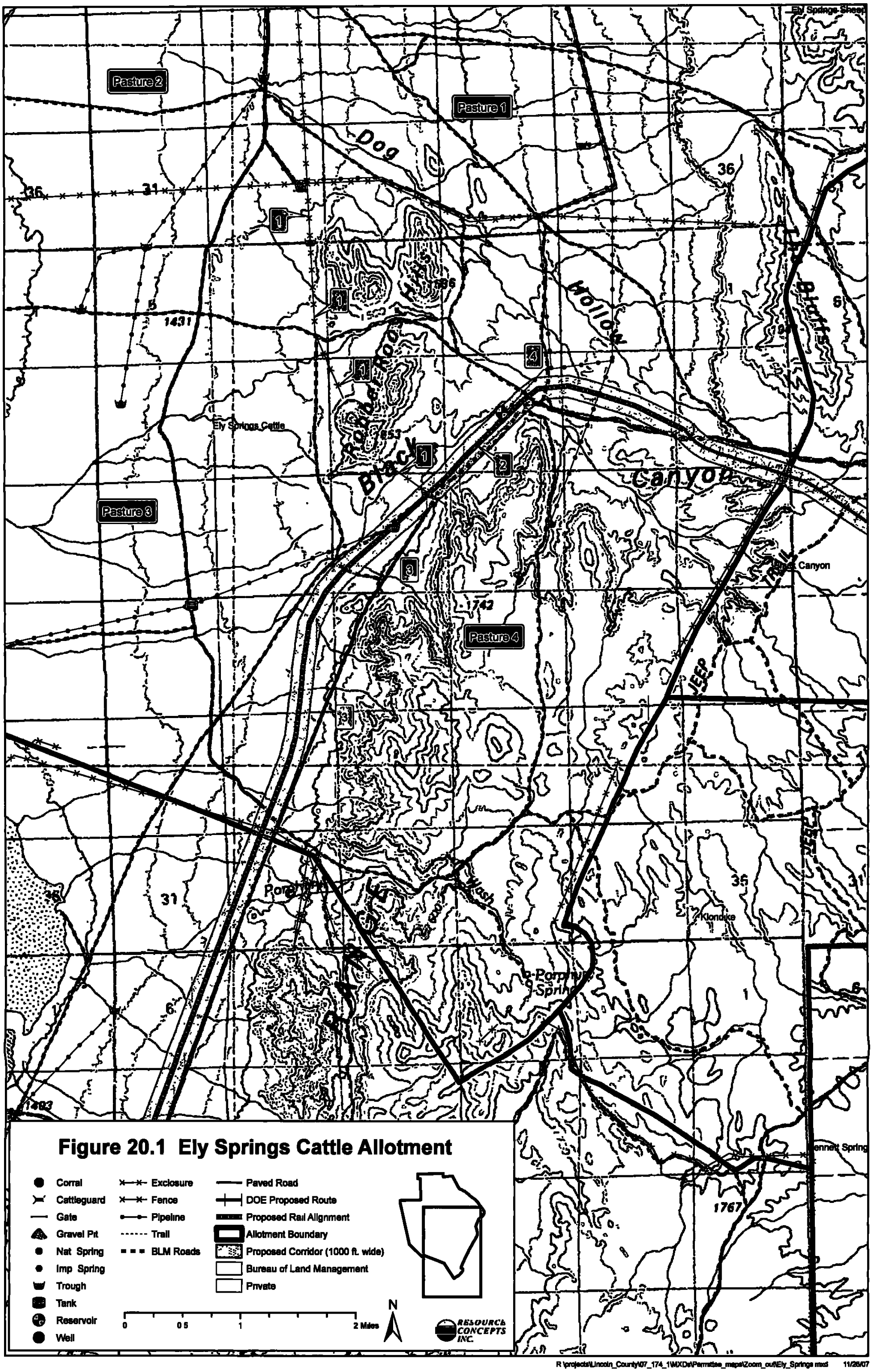
The Permittee indicated that the Lincoln County Short Route would have 75 percent less impacts on his overall operation than would the DOE proposed alignment.

Table 20.2: Ely Springs Cattle Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	13
Base Property (water within 1 mile)	6
Base Property (pipeline crossings)	2
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	13
Stockwaters within 1 mile	6
Creeks (ea)	0
Pipelines (ea)	2
Roads (ea)	3
Trails (ea)	1
ROW Acreage	865

Table 20.3: Ely Springs Cattle Allotment Mitigation Summary

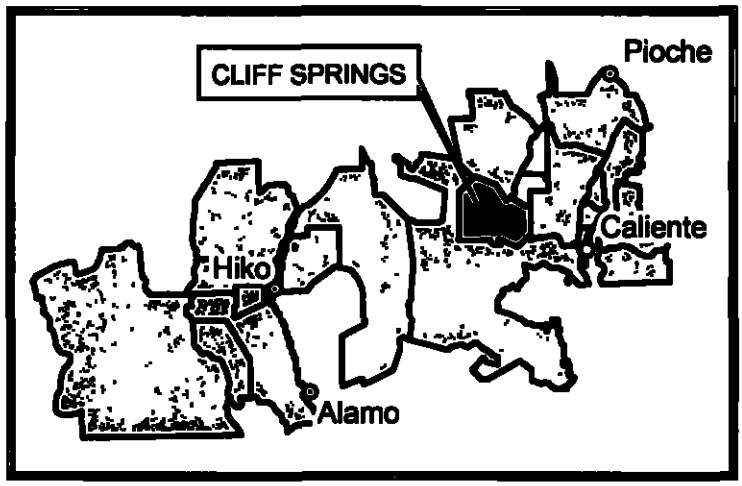
Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	16
Fence Removal	2.25
Gates (ea)	7
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	5
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	3
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	3
Pipeline Construction (miles)	5
Road Crossings (ea)	2
Trail Crossings (ea)	1
Road / Trail Crossing (miles)	3.5
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	2


Ely Springs Sheet
Pasture 1
Pasture 2
Pasture 3
Pasture 4
Dog
Black
Canyon
Trail
Jeep
Ely Springs Cattle
Klondike
Bennett Spring
1767
1743
1431
1493
Figure 20.1 Ely Springs Cattle Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Paved Road
DOE Proposed Route
Proposed Rail Alignment
Allotment Boundary
Proposed Corridor (1000 ft. wide)
Bureau of Land Management
Private
0
0.5
1
2 Miles
N
RESOURCE CONCEPTS INC.
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21.0 CLIFF SPRINGS ALLOTMENT

Permittee: Delamar Valley Cattle
Contact: Merlin Flake
City/State: Ely, Nevada

Base Property: Water



21.1 ALLOTMENT DESCRIPTION

The Cliff Springs Allotment is located on the east side of Dry Lake Valley and along the Burnt Springs Range north of US Highway 93, approximately 8 miles east of Caliente.

Table 21.1: Cliff Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
37,019	0	Delamar Valley Cattle	171 Cattle	03/01 – 02/28	3,243	2,043	1,200

21.1.1 Grazing System

Fall-calving, and dry cows are run on this allotment year-round. A rotational system is employed on this allotment in conjunction with concurrent use on the adjacent Oak Springs Allotment. The allotment is divided into an upper and lower pasture by a series of drift fence and cattle impassible terrain. The upper pasture includes that portion of the allotment within the Burnt Springs Range, while the lower pasture includes that portion of the allotment within Dry Lake Valley. The upper pasture is typically used in the summer months, May – August, while the lower pasture is typically used for the balance of the year.

21.1.2 Stockwaters and Water Rights

The base property classification is 100 percent "Water" under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The base property classification adds a level of value and importance to the waters and water rights beyond the level of private property rights under State Law. The consequences of adversely affecting the stockwaters is greater than if Delamar Valley Livestock (DVL) had only a water right on them. Stockwater is distributed throughout the allotment by a system of improved springs, networked pipelines and troughs. The stockwaters are all vested, certified or permitted under Nevada State Water Law, and they are considered private property rights. Additionally, the water rights within the Cliff Springs Allotment are commingled with those in the Oak Springs Allotment to the south. That is to say both the Cliff and Oak Springs Allotments constitute the same point of use.

21.1.3 Existing Fencing

The majority of the boundary of the allotment is fenced, with the exception of those areas which are impassible by cattle. The only interior fencing within this pasture consists of drift fences located in the draws along the west slope of the Burnt Springs Range that separate the upper and lower pastures.

21.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route would run across the length of the allotment from north to south. The proposed alignment would follow an existing power line service road at the western toe of the Burnt Springs Range on the eastern edge of Dry Lake Valley.

Rail Length Within Allotment: 7.63 miles
1,000' Construction Right-of-Way Area: 925 acres

21.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee indicated no fencing preference for the rail. The default analysis in this case is to analyze the impacts and mitigations assuming no fencing along the rail.

21.2.2 Impacts and Mitigation

21.2.2.1 Base Property

As stated in Section 21.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources, and the stockwaters they serve, are directly affected by the alignment.

See Section 21.2.2.4 for proposed mitigation.

21.2 2.2 Grazing System

The proposed alignment would be wholly within the lower pasture of the allotment. The rail will alter cattle movement within the lower pasture.

The free movement of cattle is important to maintain desired utilization within the lower pasture. A series of at least three cattle crossings is requested in addition to the trail and road crossings discussed in subsequent Sections. Underpasses are the preferred crossing, but the Permittee was amenable to at-grade crossings if fills weren't sufficient to allow for underpasses.

21.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment.

Each of the two fence crossings will require an in-rail cattleguards as well as a roadway cattleguard and a gate for the service road (impacts and mitigations for the northern allotment fence have already been tallied in the Ely Springs Cattle Allotment analysis).

21.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would cross a pipeline, which conveys water from three springs in the Burnt Springs Range to stockwater troughs in Dry Lake Valley. Delamar Valley Livestock

(DVL) continues to improve and provide new water sources throughout the allotment. In addition, nine stockwaters are located within four miles of the proposed alignment. Of those, at least two are located within a mile of the track, all of which would be on the east side of the proposed alignment.

The pipeline crossing would need to be protected to provide continuous flows throughout construction and operation of the rail Delamar Valley Livestock needs to be able to access the pipeline on either side of the rail, and feel that it is the rail operator's responsibility to maintain the pipeline within the right-of-way (ROW). A system needs to be worked out to allow for future pipeline crossings in the event that DVL needs to cross the rail for a new water development. All stockwaters within one mile of the track would need to be relocated to a minimum of one mile from the track in an effort to minimize cattle congregating on or near the tracks. Two new stockwaters would need to be provided on the east side of the track in order to allow for proper use and distribution within the lower pasture (Map Reference 1).

21.2.2.5 Road and Trails

The proposed alignment would run along the existing power line road running north-south. The alignment would also cross two roads as it passes through the allotment. All three roads are critical for access and cattle hauling.

Access would need to be maintained along the existing power line road. In addition, each of the two road crossings would need to be maintained with earthen approaches not to exceed six percent.

21.2.2.6 Vegetation and Forage

Inside the 1,834 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction. The Permittee indicated concern over the potential loss of white sage, a critical forage, along the alignment. The Permittee also raised concerns over noxious weeds in disturbed areas, specifically Halogeten and Russian thistle.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. The Permittee feels that the critical loss of white sage could be dramatically reduced if the rail was to be located to the east of the power line road. The Permittee indicated a need for all disturbed areas to be reseeded, and any weed outbreaks to be sprayed and managed by the rail operator.

21.2.2.7 Loss of Livestock

The Permittee felt that a rail line would result in the loss of cattle due to collision.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

21.2.2.8 Other Impacts and Mitigations

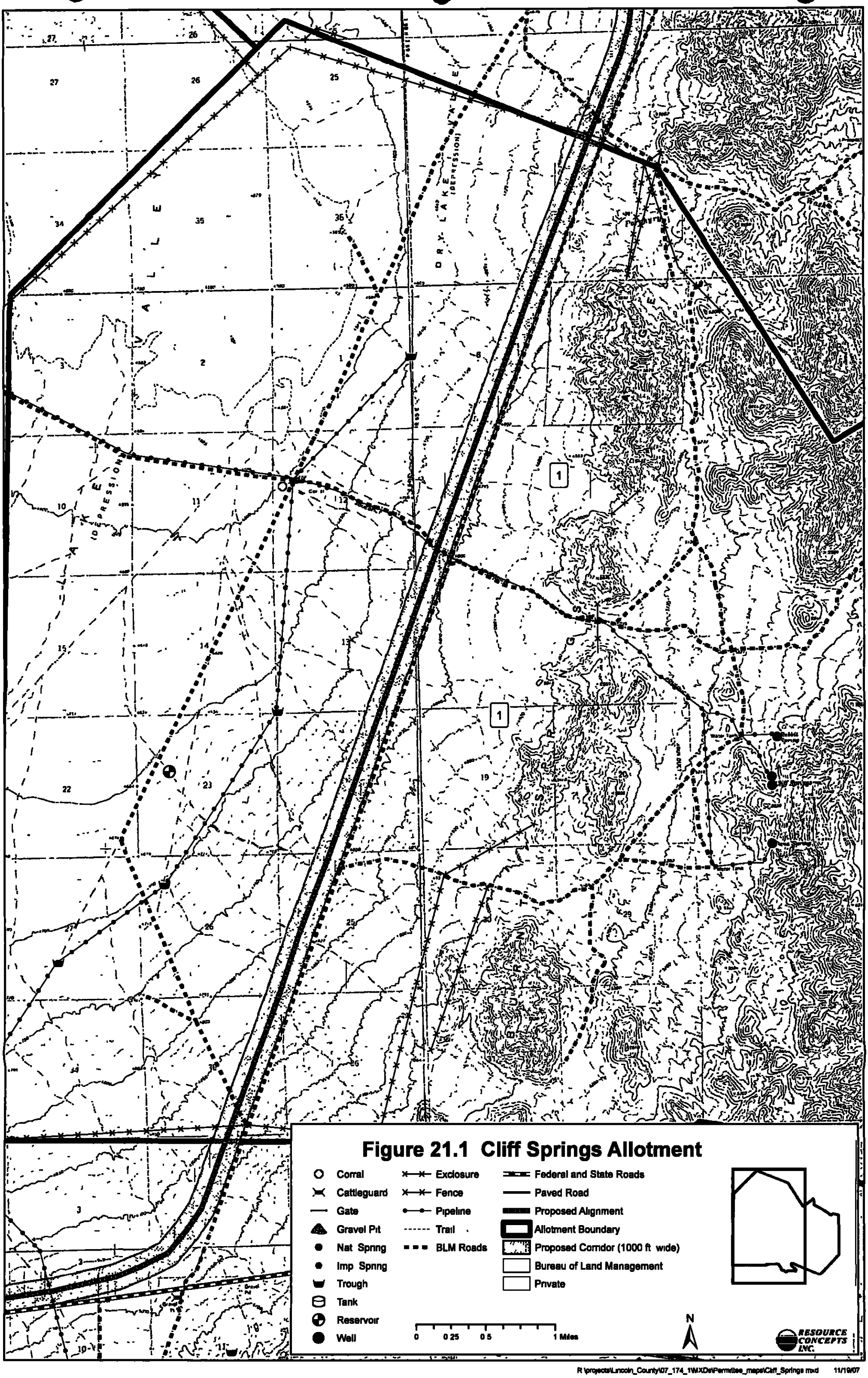
None known.

Table 21.2: Cliff Springs Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	9
Base Property (water within 1 mile)	2
Base Property (pipeline crossings)	1
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	9
Stockwaters within 1 mile	2
Creeks (ea)	0
Pipelines (ea)	1
Roads (ea)	2
Trails (ea)	0
ROW Acreage	925

Table 21.3: Cliff Springs Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	1
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	1
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	4
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	5
Road Crossings (ea)	2
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	3

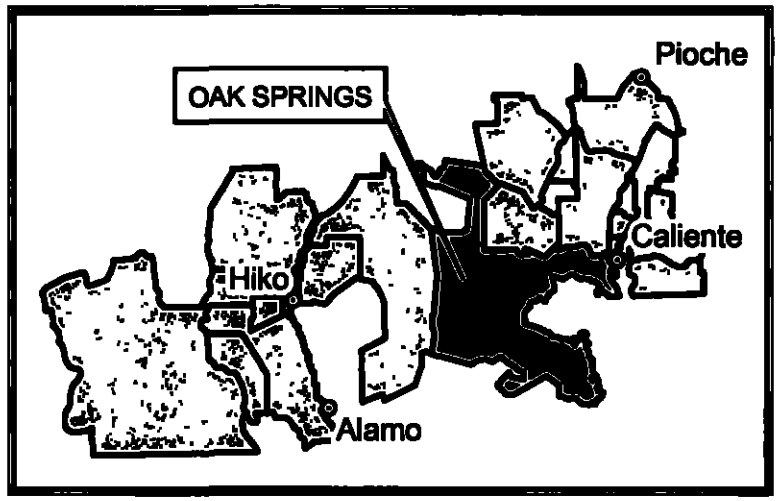


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22.0 OAK SPRINGS ALLOTMENT

Permittee: Delamar Valley Cattle
Contact: Merlin Flake
City/State: Ely, Nevada

Base Property: Water



22.1 ALLOTMENT DESCRIPTION

The majority of the Oak Springs Allotment is located on the north end of the Delamar Valley south of US Highway 93 with a portion of the allotment extending southeast into the Delamar Mountains. A panhandle of the allotment extends north of US 93 into Dry Lake Valley and into the North Pahroc Range to the northwest.

Table 22.1: Oak Springs Cattle Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
196,525	1,421	Delamar Valley Cattle	773 Cattle	03/01 – 02/28	14,997	9,268	5,729

22.1.1 Grazing System

Fall-calving, and dry cows are run on this allotment year-round. A rotational system is employed on this allotment in conjunction with concurrent use on the adjacent Cliff Springs Allotment. The allotment is divided into four pastures. Pasture 1 North (1N), and 1 South (1S) are north of US 93 while Pastures 2 and 3 are located to the south of US 93. Cattle are typically rotated on 40-day cycles.

22.1.2 Stockwaters and Water Rights

The base property classification is 100 percent "Water" under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The base property classification adds a level of value and importance to the waters and water rights beyond the level of private property rights under State Law. The consequences of adversely affecting the stockwaters is greater than if Delamar Valley Livestock (DVL) had only a water right on them. Stockwater is distributed throughout the allotment by a system of improved springs, networked pipelines and troughs The stockwaters are all vested, certified or permitted under Nevada State Water Law, and they are considered private property rights. Additionally, the water rights within the Oak Springs Allotment are commingled with those in the Cliff Springs Allotment on the eastern portion of Oak Springs. That is to say both the Cliff and Oak Springs Allotments constitute the same point of use.

22.1.3 Existing Fencing

The majority of the boundary of the allotment is fenced, with the exception of those areas which are impassible by cattle. The interior of the allotment is also fenced along pasture boundaries. US 93, which separates Pasture 1S from Pasture 2, is fenced as well.

22.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route would run wholly through Pasture 1S running primarily east-west. The proposed alignment runs parallel to US 93 on the north side of the highway.

Rail Length Within Allotment: 8.03 miles
1,000' Construction Right-of-Way Area: 973 acres

22.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee indicated no fencing preference for the rail. The default analysis in this case is to analyze the impacts and mitigations assuming no fencing along the rail.

22.2.2 Impacts and Mitigation

22.2.2.1 Base Property

As stated in Section 22.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources, and the stockwaters they serve are directly affected by the alignment.

See Section 22.2.2.4 for proposed mitigation.

22.2.2.2 Grazing System

The proposed alignment would be wholly within Pasture 1S of the allotment. For the most part the rail will have little effect on cattle movement, as US 93 is already fenced. The only area where movement may be affected is on the east side of Pasture 1S; however, according to the Permittee little use occurs in this area.

No mitigation would be requested if the rail alignment remains as is shown.

22.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment, and run parallel to US 93 which is fenced.

Each of the two fence crossings will require in-rail cattleguards as well as a roadway cattleguard and a gate for the service road (impacts and mitigations for the eastern boundary fence have already been tabulated in the Cliff Springs analysis). The integrity of the fence along US 93 would have to be maintained.

22.2.2 4 Stockwaters and Associated Infrastructure

The proposed alignment would cross a pipeline, which conveys water from springs in the Delamar Range south of US 93 to stockwater troughs in Pasture 1S. Delamar Valley Livestock continues to improve and provide new water sources throughout the allotment. In addition, eight stockwaters are located within four miles of the proposed alignment. Of

those, none are located within a mile of the track, and four will not suffer any ill effects from the rail as they are on the south side of US 93.

The pipeline crossing would need to be protected to provide continuous flows throughout construction and operation of the rail. Delamar Valley Livestock needs to be able to access the pipeline on either side of the rail, and feel that it is the rail operator's responsibility to maintain the pipeline within the right-of-way (ROW). A system needs to be worked out to allow for future pipeline crossings in the event that DVL needs to cross the rail for a new water development.

22.2.2.5 Road and Trails

The proposed alignment would run along US 93 running east-west, and a small portion of the existing power line road running north-south. The alignment would cross three roads as it passes through the allotment. All three roads are critical for access and cattle hauling.

Access would need to be maintained along the existing power line road. In addition, each of the three road crossings would need to be maintained with earthen approaches not to exceed six percent. The integrity of the fence along US 93 would have to be maintained with 3 cattleguards and gates.

22.2.2.6 Vegetation and Forage

Inside the ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction. The Permittee indicated concern over the potential loss of white sage, a critical forage, along the alignment. The Permittee also raised concerns over noxious weeds in disturbed areas, specifically Halogeten and Russian thistle.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. The Permittee indicated a need for all disturbed areas to be reseeded, and any weed outbreaks to be sprayed and managed by the rail operator.

22.2.2.7 Loss of Livestock

The Permittee felt that a rail line would result in the loss of cattle due to collision.

The Permittee should be reimbursed for any loss of livestock due to railway operations.

22.2.2 8 Other Impacts and Mitigations

The Lincoln County Land Act designated parcels of land throughout the County for disposal. One of these parcels lies within the Oak Springs Allotment on the eastern portion along US 93. Once this parcel is sold and becomes private property, there would be a new suite of impacts not addressed within this report.

Table 22.2: Oak Springs Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	4
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	1
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	4
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	1
Roads (ea)	3
Trails (ea)	0
ROW Acreage	973

Table 22.3: Oak Springs Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	4
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	4
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	0
Road Crossings (ea)	3
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

Figure 22.1 Oak Springs Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- Federal and State Roads
- Paved Road
- BLM Roads
- Proposed Rail Alignment
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

N

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CLIFF SPRINGS

OAK SPRINGS

PAHROC

Point of Rocks

Delamar Lanning Field

Grey Dome

Crows Nest Tank

Oak Springs Summit

Boulder

Wash

Well

Aqueduct

Grassy Spring

Cottonwood

Delamar

Meadow Valley Wash

Clover Creek

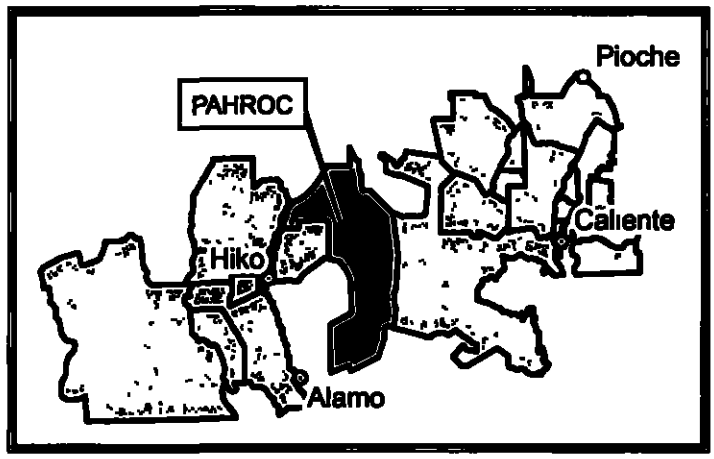
Hiko

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23.0 PAHROC ALLOTMENT

Permittee: Stewart Brothers Company
Contact: Brent Stewart
City/State: Afton, Wyoming

Base Property: Water



23.1 ALLOTMENT DESCRIPTION

The bulk of the Pahroc Allotment is located within the Pahroc Valley running as far north and west as White River and south to the southern end of the Pahroc Range.

Table 23.1: Pahroc Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
135,360	40	Stewart Brothers Co	399 Cattle	03/01 – 02/28	6,883	4,783	2,100

23.1.1 Grazing System

A BLM approved management plan is in place for the Pahroc and Six Mile Allotments. The plan implements a five pasture deferred rotation grazing system. Cattle are turned into the allotments on October first, and one of the five pastures is deferred during spring grazing beginning no later than April 15. Although the permit is good year-round, the Permittee typically pulls cattle off of the allotment from June through October. The five pastures consist of Six Mile, Northwest Pahroc, Northeast Pahroc, Upper South Pahroc, and Lower South Pahroc.

23.1.2 Stockwaters and Water Rights

The base property classification is 100 percent "Water" under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The base property classification adds a level of value and importance to the waters and water rights beyond the level of private property rights under State Law. The consequences of adversely affecting the stockwaters is greater than if Stewart Brothers Company (SBC) had only a water right on them. Stockwater is distributed throughout the allotment by a system of improved springs, networked pipelines and troughs. The stockwaters are all vested, certified or permitted under Nevada State Water Law, and they are considered private property rights.

23.1.3 Existing Fencing

Both the east and west boundaries of the allotments are fenced near US Highway 93. Interior pasture fences are located throughout the allotment, but none near US 93.

23.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route would run wholly through the Pahroc Northeast Pasture. The proposed alignment runs parallel to US 93 on the north side of the highway, diverging from the highway alignment where the highway turns southeast on the western edge of the allotment.

Rail Length Within Allotment: 9.31 miles
1,000' Construction Right-of-Way Area: 1,128 acres

23.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee indicated a desire to fence the rail if it were to be constructed.

23.2.2 Impacts and Mitigation

23.2.2.1 Base Property

As stated in Section 23.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources, and the stockwaters they serve are directly affected by the alignment.

See Section 23.2.2.4 for proposed mitigation.

23.2.2.2 Grazing System

The proposed alignment would be wholly within the Pahroc Northeast Pasture of the allotment as described by the BLM Grazing Management Plan. For a portion of the segment rail will have little affect on cattle movement, as US 93 is already fenced. However, where the rail diverges from the US 93 alignment cattle movement in a critical use area would be dramatically impacted, as a triangular Section of the pasture would be isolated.

The Permittee indicated a desire for an underpass in order to allow for cattle movement into and out of the isolated triangular portion of pasture. Due to the alterations caused by the rail in both the Pahroc and Six Mile Allotments, a new or revised BLM Grazing Management Plan would be required.

23.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment, and run parallel to US 93 which is fenced.

Each of the two fence crossings will require in-rail cattleguards as well as a roadway cattleguard and a gate for the service road (impacts and mitigation for eastern boundary fence have already been tabulated in the Oak Springs analysis). The integrity of the fence along US 93 would have to be maintained.

23.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would cross a pipeline, which conveys water from Pahroc Springs into areas on both the north and south sides of US 93. In addition, four stockwaters are located within four miles of the proposed alignment. Of those, none are located within a mile of the track, and two will not suffer any ill effects from the rail as they are on the south side of US 93.

The pipeline crossing would need to be protected to provide continuous flows throughout construction and operation of the rail. SBC needs to be able to access the pipeline on either side of the rail, and feel that it is the rail operator's responsibility to maintain the pipeline within the right-of-way (ROW). A system needs to be worked out to allow for future pipeline crossings in the event that SBC needs to cross the rail for a new water development.

23.2.2.5 Road and Trails

The proposed alignment would run along US 93 running east-west. The alignment would cross two roads as it passes through the allotment. One of the two roads is critical for access and cattle hauling with semi trucks.

Both of the road crossings would need to be maintained with earthen approaches not to exceed six percent. The integrity of the fence along US 93 would have to be maintained.

23.2.2.6 Vegetation and Forage

Inside the 1,834 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction. The Permittee indicated concern over the potential loss of white sage, a critical forage, along the alignment. The Permittee also raised concerns over noxious weeds in disturbed areas, specifically Loco Weed.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. The Permittee indicated a need for all disturbed areas to be reseeded, and any weed outbreaks to be sprayed and managed by the rail operator. Any livestock lost due to an outbreak of Loco Weed due to construction activities would need to be compensated for.

23.2.2.7 Loss of Livestock

The Permittee felt that a rail line would result in the loss of cattle due to collision, even with a fence.

The Permittee should be reimbursed for any loss of livestock due to railway operations. It should be the responsibility of the rail operator to maintain the fence and any associated structures.

23.2.2.8 Other Impacts and Mitigations

None known.

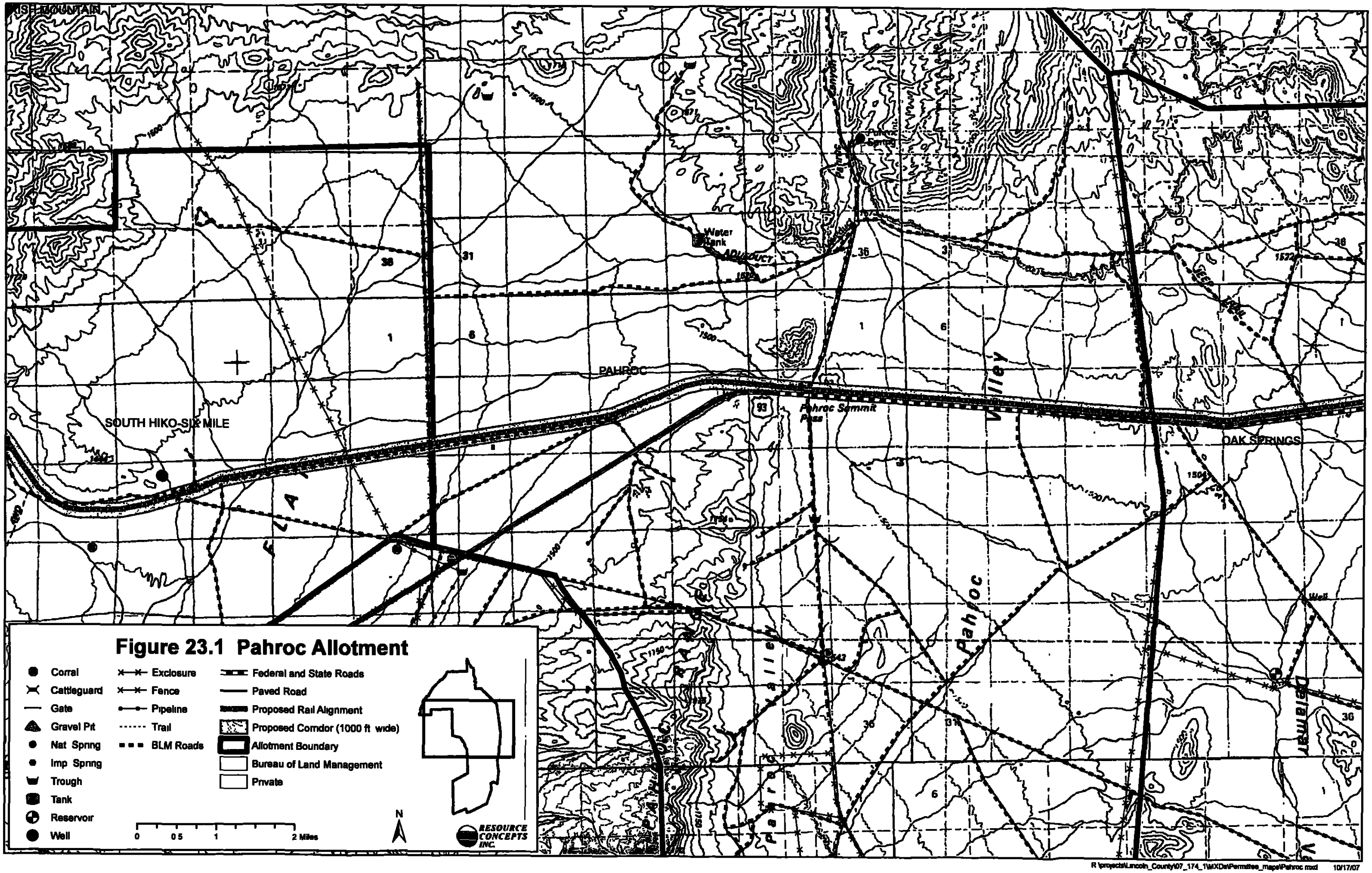
Table 23.2: Pahroc Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	2
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	1
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	2
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	1
Roads (ea)	2
Trails (ea)	0
ROW Acreage	1,128

Table 23.3: Pahroc Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	3
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	3
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	0
Road Crossings (ea)	2
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	1

Figure 23.1 Pahroc Allotment



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24.0 SOUTH HIKO – SIX MILE ALLOTMENT

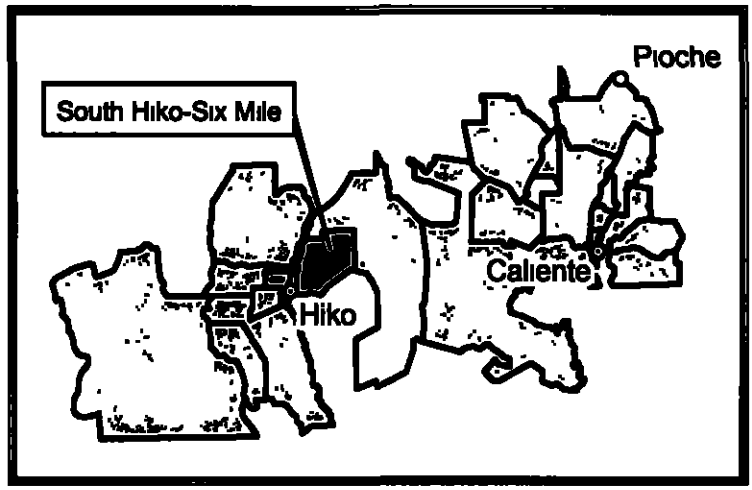
Permittee: William J. Wright
Contact: Jay or Marjorie Wright
City/State: Buhl, ID

Permittee: Charles Wadsworth
Contact: Monty Wadsworth
City/State: Alamo, NV

Permittee: Stewart Bros. Co.
Contact: Brent Stewart
City/State: Las Vegas, NV

Permittee: Orren Nash
Contact: Orren Nash
City/State: Hiko, NV

Base Property: Land



24.1 ALLOTMENT DESCRIPTION

The South Hiko – Six Mile Allotment consists of rangelands on the east and west sides of State Route 318 at Hiko.

Table 24.1: South Hiko – Six Mile Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
34429	0	William J. Wright	81 Cattle	3/01-4/11 12/01-2/28	112 240	112 240	0 0
		Charles Wadsworth	50 Cattle	3/01-4/24	90	90	0
		Stewart Bros. Co.	72 Cattle	3/01-2/28	1159	859	300
		Orren Nash	12 Cattle	3/01-2/28	144	144	0

24.1.1 Grazing System

The portion of the allotment on the west side of SR 318 is referred to as the "West Pasture" and is grazed exclusively by Orren Nash The main body of the allotment is separated by a fence into two pastures. The eastern pasture is grazed by the Stewart Brothers and the Wrights, who graze the northern portion, and Charles Wadsworth, who grazes the southwestern corner of the allotment west of the Hiko Range, uses the remainder of the allotment.

All Permittees use the allotment for spring grazing (March – April), with the exception of the Wrights who use the allotment through the winter and spring (December – April).

24.1.2 Stockwaters and Water Rights

Stockwaters in the West Pasture consist of two reservoirs, connected by pipelines to Hiko Spring. Two water hauls, one well, and one pipeline fed trough supply the water for the main body of the allotment.

24.1.3 Existing Fencing

The eastern and southern borders of the main allotment are fenced, and a pasture division fence isolates the eastern pasture. The West Pasture is entirely unfenced except for its border with the Crystal Spring allotment and portions of the pasture that abut SR 318 (which is fenced).

24.2 Proposed Railroad Alignment – Lincoln County Short Route

The Lincoln County Short Route effectively cuts the main body of the allotment in half and isolates the northwestern corner of the West Pasture.

Rail Length Within Allotment: 10.9 miles
1,000' Construction Right-of-Way Area. 1,321.2 acres

24.2.1 Fencing Preference for Proposed Rail Alignment

The Permittees prefer that the right-of-way (ROW) be fenced provided that the fence is regularly maintained and that provisions are made to ensure the free movement of cattle within the allotment. In-rail cattleguards will be needed at the terminal end of the ROW fence and at all road crossings.

24.2.2 Impacts and Mitigation

24.2.2.1 Base Property

No base property will be impacted by the proposed alignment.

24.2.2.2 Grazing System

The proposed alignment crosses the main allotment near its center and would also run directly though Hiko Canyon, which is a critical access point and trailing route for the Wrights Extensive mitigation would be needed to ensure that the Permittees are able to continue their operations.

In the West Pasture two underpasses will be needed to allow cattle to access the two reservoirs. Three additional underpasses will be needed to facilitate movement of cattle in the main body of the allotment. Enough space must be left through Hiko Canyon (Map Reference 1) to allow trailing of cattle.

24.2.2.3 Existing Fence and Capital Improvements

The proposed rail would cross the eastern boundary fence of the main allotment, the East Pasture fence, and the fence at the West Pasture boundary with the Crystal Springs allotment.

An in-rail cattleguard will be needed to maintain the boundary fence between the South Hiko – Six Mile West Pasture and Crystal Spring allotments and at the terminal end of the railroad ROW fence.

24.2.2.4 Stockwaters and Associated Infrastructure

Three of the stockwaters in this allotment are located within one mile of the proposed alignment and the fourth is located within four miles.

A pipeline will need to be constructed to move the watering location associated with the well to at least one mile from the proposed alignment. An additional trough and a pipeline from the well will need to be built to provide water to the area of the allotment south of the proposed rail alignment. The western water haul will need to be moved to a location at least one mile away from the proposed rail alignment. A new water haul will need to be established on the southern side of the railroad at a distance of at least one mile away. The pipeline fed trough on the southeast corner of the main allotment is located within one mile of the proposed route. Approximately three miles of pipeline and a new trough will need to be built to provide a water source for the northern portion of the East Pasture.

24.2.2.5 Road and Trails

The proposed rail alignment runs through Hiko Canyon in the same location as Hiko Canyon Road. In addition two important dirt roads are crossed in the West Pasture, two more in the main allotment, as well as two trails.

Access though Hiko Canyon must be maintained for cattle trailing purposes and water haul access. Road crossings must be established at all critical access roads. The easternmost road (Map Reference 2), which follows the eastern boundary fence of the main allotment, must support semi-truck access. Each road crossing will require an approach with a maximum 6 percent approach. Each trail will require a crossing with a maximum 12 percent approach.

24.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

24.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations It shall be the responsibility of the railway operator to maintain all ROW fencing.

24.2.2.8 Other Impacts and Mitigations

None known.

Table 24.2: South Hiko – Six Mile Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	3
Capital Improvements	0
Stockwaters within 4 miles	4
Stockwaters within 1 mile	3
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	5
Trails (ea)	2
ROW Acreage	1,321

Table 24.3: South Hiko – Six Mile Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	21.6
Fence Removal	.75
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	4
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	3
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	1 25
Road Crossings (ea)	0
Trail Crossings (ea)	0
Road/Trail Realignment (miles)	3
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	5

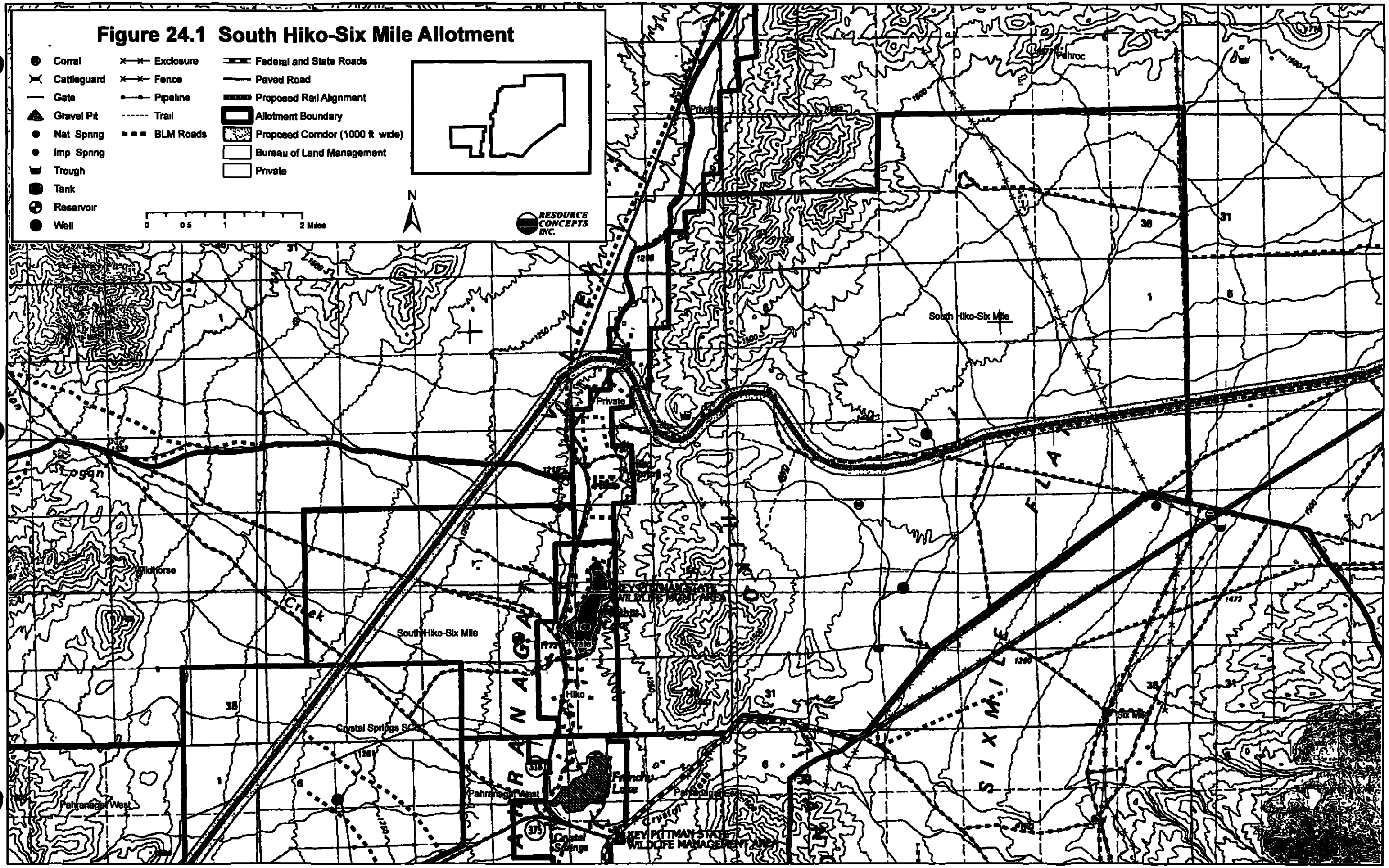
Figure 24.1 South Hiko-Six Mile Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Federal and State Roads
- Paved Road
- Proposed Rail Alignment
- Allotment Boundary
- Proposed Corridor (1000 ft wide)
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

N

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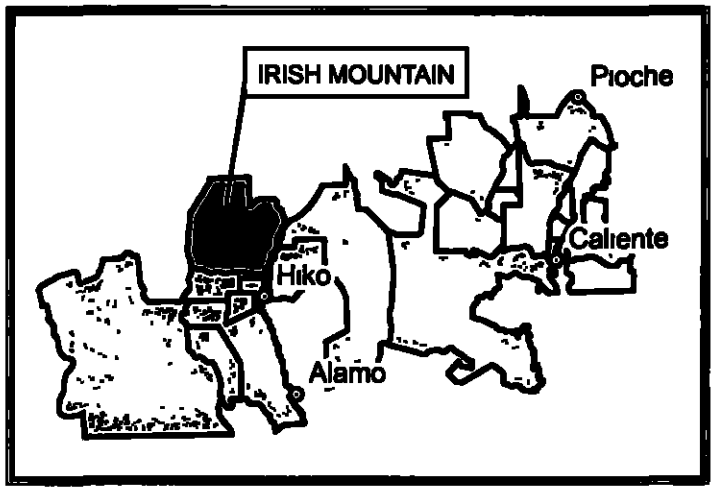
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25.0 IRISH MOUNTAIN ALLOTMENT

Permittee: Double U Livestock L.L.C.
Contact: Wade West
City/State: Ely, Nevada

Permittee: Orren Nash
Contact: Orren Nash
City/State: Hiko, Nevada

Base Property: Water



25.1 ALLOTMENT DESCRIPTION

The Irish Mountain Allotment is located in northern portion of the Pahranagat Valley as well as the southern portion of Coal Valley. The allotment includes a large portion of Mount Irish as well as the southern portion of the Seaman Range.

Table 25.1: Irish Mountain Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
82,840	623	Double U Livestock	604 Sheep	10/01 – 02/28	600	600	0
		Orren Nash	211 Cattle	03/01 – 02/28	2,541	2,541	0

25.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route would run wholly through the extreme southeast corner of the allotment near Hiko.

Rail Length Within Allotment: 2.62 miles
1,000' Construction Right-of-Way Area: 318 acres

25.2.1 Fencing Preference for Proposed Rail Alignment

Neither Permittee had a fencing preference.

25.2.1.1 Impacts and Mitigation

Both Permittees felt that there would be little to no impact to their livestock operations in this allotment.

Table 25.2: Irish Mountain Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	0
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	0
Trails (ea)	0
ROW Acreage	318

Table 25.3: Irish Mountain Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	0
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

Figure 25.1 Irish Mountain Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- Federal and State Roads
- Paved Road
- BLM Roads
- Proposed Rail Alignment
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private

0 0.5 1 2 Miles

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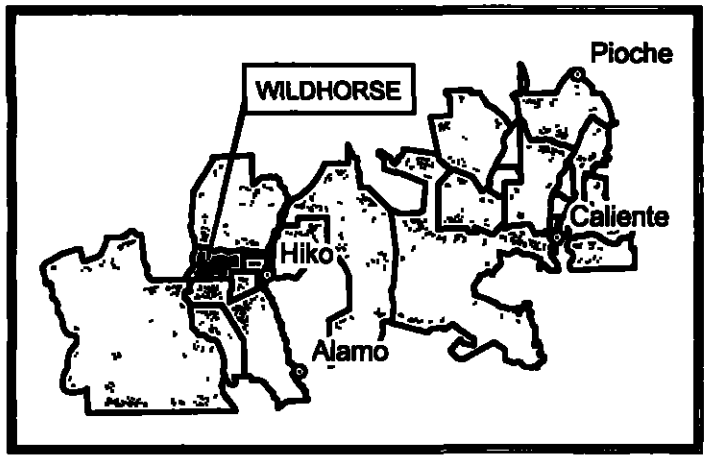
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26.0 WILDHORSE ALLOTMENT

Permittee: Orren Nash
Contact: Orren Nash
City/State: Hiko, NV

Base Property: Land



26.1 ALLOTMENT DESCRIPTION

The Wildhorse Allotment is unfenced except for its shared boundary with the Crystal Springs Allotment

Table 26.1: Wildhorse Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
18254	0	26	Cattle	3/01-2/28	315	315	0

26.1.1 Grazing System

The Permittee uses an open grazing system combining permits in the Irish Mountain, South Hiko-Six Mile, and Wildhorse allotments. The Wildhorse Allotment is used for year-round grazing. Cattle move freely between the reservoirs in the South Hiko-Six Mile Allotment and the higher elevations in the western portion of the allotment and Irish Mountain.

26.1.2 Stockwaters and Water Rights

There are no stockwaters or water rights within the Wildhorse Allotment.

26.1.3 Existing Fencing

The allotment is unfenced except for the border with the Crystal Springs Allotment.

26.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route cuts through the eastern panhandle of the allotment.

Rail Length Within Allotment: .75 miles
1,000' Construction Right-of-Way Area: 90.91 acres

26.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers the railway to be fenced.

26.2.2 Impacts and Mitigation

26.2.2.1 Base Property

There are no impacts to base property in this allotment.

26.2.2.2 Grazing System

The proposed alignment crosses through the eastern panhandle of the allotment.

The underpasses required to facilitate the movement of cattle within the allotment have been accounted for in the South Hiko – Six Mile individual allotment description. Due to the short length of the proposed railroad right-of-way (ROW) through the allotment, no additional mitigation measures will be required.

26.2.2.3 Existing Fence and Capital Improvements

There are no potential impacts to capital improvements of fences.

26.2.2.4 Stockwaters and Associated Infrastructure

There are no impacted stockwaters in this allotment.

26.2.2.5 Road and Trails

The proposed alignment crosses one dirt road.

26.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

26.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

26.2.2.8 Other Impacts and Mitigations

None known.

Table 26.2: Wildhorse Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	0
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	91

Table 26.3: Wildhorse Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	1.5
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	0
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

Irish Mountain

Wildhorse

South Hiko-Six Mile

Private

South Hiko-Six Mile

Hiko

Crystal Springs SCS

Pahranagat West

PAHRANAGAT VALLEY

Figure 26.1 Wildhorse Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat. Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Federal and State Roads
- Paved Road
- Proposed Rail Alignment
- Allotment Boundary
- Proposed Corridor (1000 ft wide)
- Bureau of Land Management
- Private

0 0.25 0.5 1 Miles

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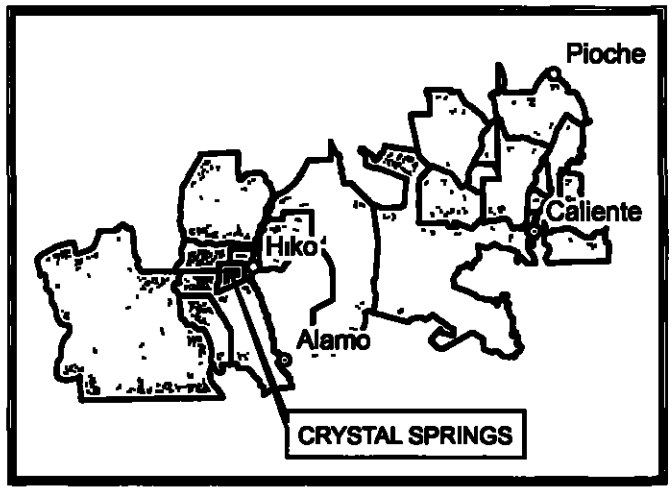
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27.0 CRYSTAL SPRINGS ALLOTMENT

Permittee: William J Wright
Contact: Jay or Marjorie Wright
City/State: Buhl, Idaho

Base Property: Land



27.1 ALLOTMENT DESCRIPTION

The Crystal Springs Allotment is located west of Hiko, and directly north of US Highway 93. The entire allotment was fenced during its use as a range demonstration site for the Soil Conservation Service.

Table 27.1: Crystal Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
7,571.2	0	44	cattle	8/1-5/31	437	437	0

27.1.1 Grazing System

This allotment is managed as continuous winter season use November – April, and is used as a single pasture.

27.1.2 Stockwaters and Water Rights

One well is located in the center of the allotment and serves as the water source for the entire pasture.

27.1.3 Existing Fencing

The perimeter of the allotment is entirely fenced. There are no other internal fences or pastures.

27.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

This allotment would be impacted by the Lincoln County Short Route, which cuts through the northwestern corner of the allotment. The alignment will isolate approximately 1,400 acres.

Rail Length Within Allotment: 4.1 miles
1,000' Construction Right-of-Way Area: 495.76 acres

27.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the right-of-way (ROW) be fenced provided that the fence is regularly maintained and that provisions are made to ensure the free movement of cattle within the allotment. In-rail cattleguards will be needed at the terminal end of the ROW fence and at all road crossings.

27.2.2 Impacts and Mitigation

27.2.2.1 Base Property

No base property will be impacted by the proposed alignment.

27.2.2.2 Grazing System

The railway would cross the allotment near the center and would isolate approximately 1,400 acres, including some of the best quality forage in the allotment, from the centrally located well

At least three underpasses would be required to maintain free movement of cattle under the current grazing system.

27.2.2.3 Existing Fence and Capital Improvements

The proposed rail would cross the existing allotment boundary fence of the Crystal Springs Allotment in two places.

Gates will be needed at pasture boundaries. In addition approximately 1.2 miles of fence will need to be removed.

27 2.2 4 Stockwaters and Associated Infrastructure

The water source for this allotment is located within one mile of the proposed alignment.

A pipeline and trough will need to be constructed to move the watering location to at least one mile from the proposed alignment.

27.2.2.5 Road and Trails

The proposed rail alignment crosses two existing dirt roads. One of these roads provides a crucial access point to the northwest corner.

If the decision is made to split the allotment into two pastures, a road crossing will need to be built.

27.2.2 6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated

to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

27.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

27.2.2.8 Other Impacts and Mitigations

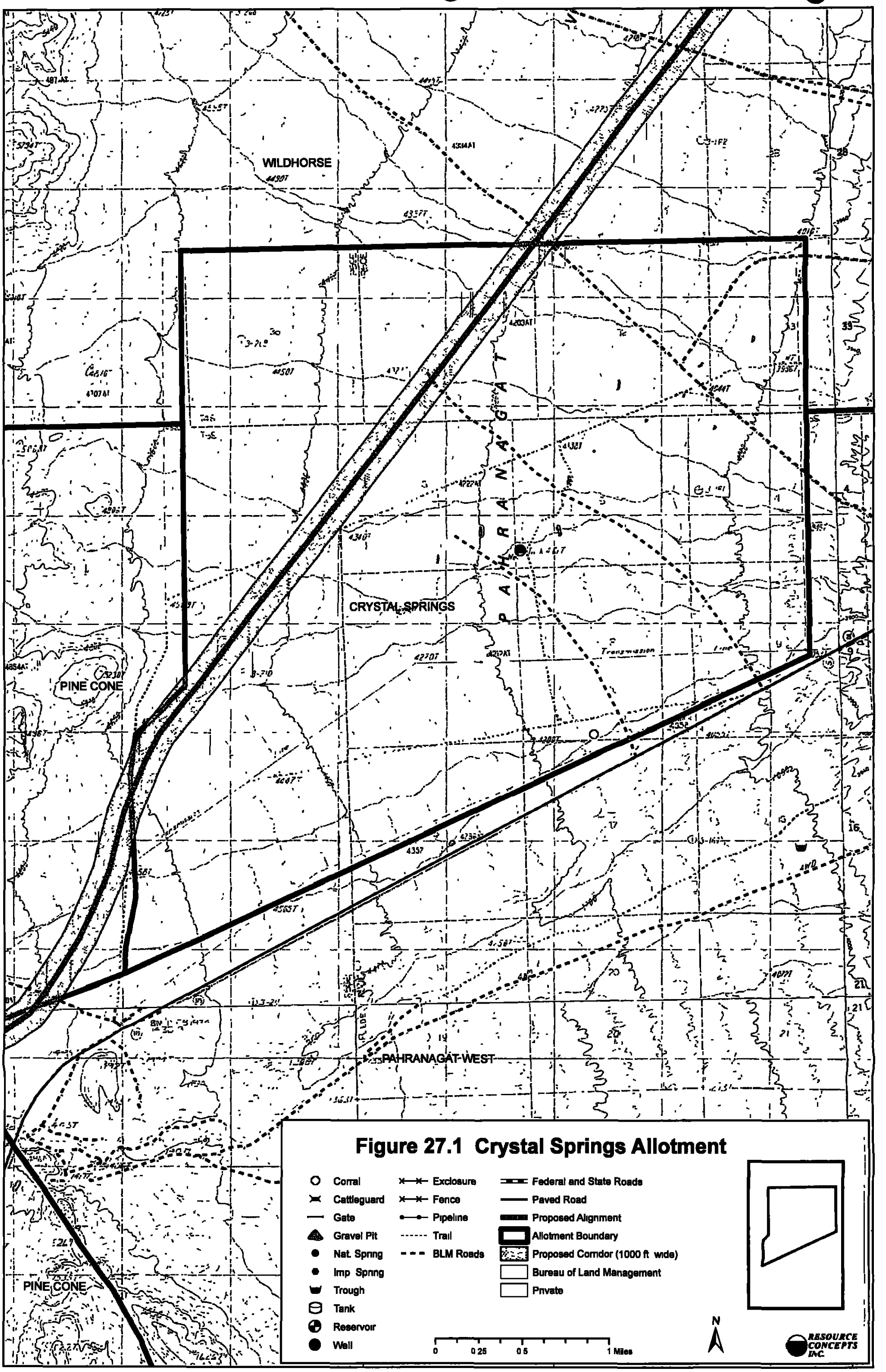
None known.

Table 27.2: Crystal Springs Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	0
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	496

Table 27.3: Crystal Springs Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	8 2
Fence Removal	1 4
Gates (ea)	2
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	2
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	1
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	.25
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	3



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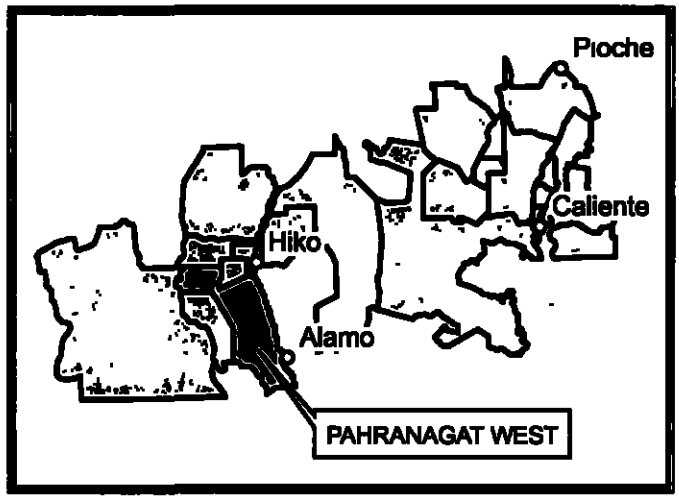
28.0 PAHRANAGAT WEST ALLOTMENT

Permittee: Ed Sharp Ranch Trust
Contact: Mary Anne or Lola Sharp
City/State: Alamo, NV

Permittee: Joe Sharp
Contact: Joe Sharp
City/State: Alamo, NV

Permittee: Charles Wadsworth
Contact: Monty Wadsworth
City/State: Alamo, NV

Permittee: Kent Whipple Ranch (Trust)
Contact: Brett Whipple
City/State: Hiko, NV



Base Property: Land

28.1 ALLOTMENT DESCRIPTION

Pahranagat West Allotment is located within the Pahranagat valley, on the west side of the private property running between Alamo and Hiko. The northern portion of the allotment is bisected by State Route 375, which is unfenced.

Table 28.1: Pahranagat West Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
68476	0	Ed Sharp Ranch Trust	61 Cattle	10/01-2/28 3/01-5/31	303 185	303 185	0 0
		Joe Sharp	61 Cattle	10/01-2/28 3/01-5/31	303 185	303 185	0 0
		Charles Wadsworth	119 Cattle	10/01-5/31	951	951	0
		Kent Whipple	28 Cattle	10/01-5/31	224	224	0

28.1.1 Grazing System

This allotment is managed as continuous winter season use November - May, by all Permittees. All Permittees use the allotment as a single pasture. The Permittees keep geographic separation between their individual herds with the Ed Sharp Ranch Trust and Joe Sharp being the primary users of the impacted northern portion of the allotment.

28.1.2 Stockwaters and Water Rights

Stockwater in and around the impacted area consists of several water haul locations that are serviced by Reed Spring, a permitted water to the north of the allotment boundary. The Ed Sharp Ranch Trust have been approved to install a pipeline from Reed Spring to the northernmost water haul, and have also received approval for the addition of a second water haul in the portion of the allotment north of State Route 375.

28.1.3 Existing Fencing

The allotment itself is unfenced except for the border with the Crystal Springs Allotment, which was fenced in the 1930's due to its use as a range demonstration area. There are no other allotment boundary fences or internal pasture fences.

28.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

This allotment would be impacted by the Lincoln County Short Route, which bisects the bottleneck of the allotment just north of State Route 375.

Rail Length Within Allotment. 1.8 miles
1,000' Construction Right-of-Way Area: 218.18 acres

28.2.1 Fencing Preference for Proposed Rail Alignment

All impacted Permittees prefer that the right-of-way (ROW) be fenced provided that the fence is regularly maintained and that an underpass is provided to allow cattle to move freely between feed and water sources. In-rail cattleguards will be needed at the terminal end of the ROW fence and at all road crossings.

28.2.2 Impacts and Mitigation

28.2.2.1 Base Property

There are no impacts to Base Property in this allotment.

28.2.2.2 Grazing System

Free movement of cattle between the northernmost portion and the remainder of the allotment would be impacted at a critical location. Currently there is no Grazing Management Plan for this allotment.

At least one underpass would be required to maintain free movement of cattle as is used under the current grazing strategy. Permittees indicated an interest in using the new rail fence to develop a two-pasture system for the allotment. In this case an underpass would still be the preferred means of moving cattle in and out of the northern portion of the allotment.

28.2.2.3 Existing Fence and Capital Improvements

The proposed rail would cross the existing allotment boundary fence of the Crystal Springs Allotment, which serves as the eastern boundary fence for the northern Section of the Pahranagat West Allotment

An in-rail cattleguard will be needed to maintain the boundary fence between the Pahranagat West and Crystal Springs allotments.

28.2.2.4 Stockwaters and Associated Infrastructure

No stockwaters are impacted in the southern portion of the allotment. To the north of the proposed alignment there is one existing water haul and another that has been approved but not yet constructed. Both lie within four miles of the proposed track.

Access must be maintained between State Route 375 and Reed Spring, which serves as the source for water hauls both north and south of the proposed alignment. The Permittees indicated a desire to have water piped from Reed Spring to the northern water hauls in an effort to reduce cross traffic over the rail.

28.2.2.5 Road and Trails

The proposed rail alignment crosses an existing dirt road, which serves as the primary access to Reed Spring and the northern portion of the allotment.

A crossing must be provided to allow access for water trucks and ranch equipment. Permittees were amenable to using the cattle underpass as a common access corridor provided that sufficient clearance could be maintained. Cattleguards will be needed at all locations where the road crosses the ROW fence.

28.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced ROW. Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

28.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

28.2.2.8 Other Impacts and Mitigations

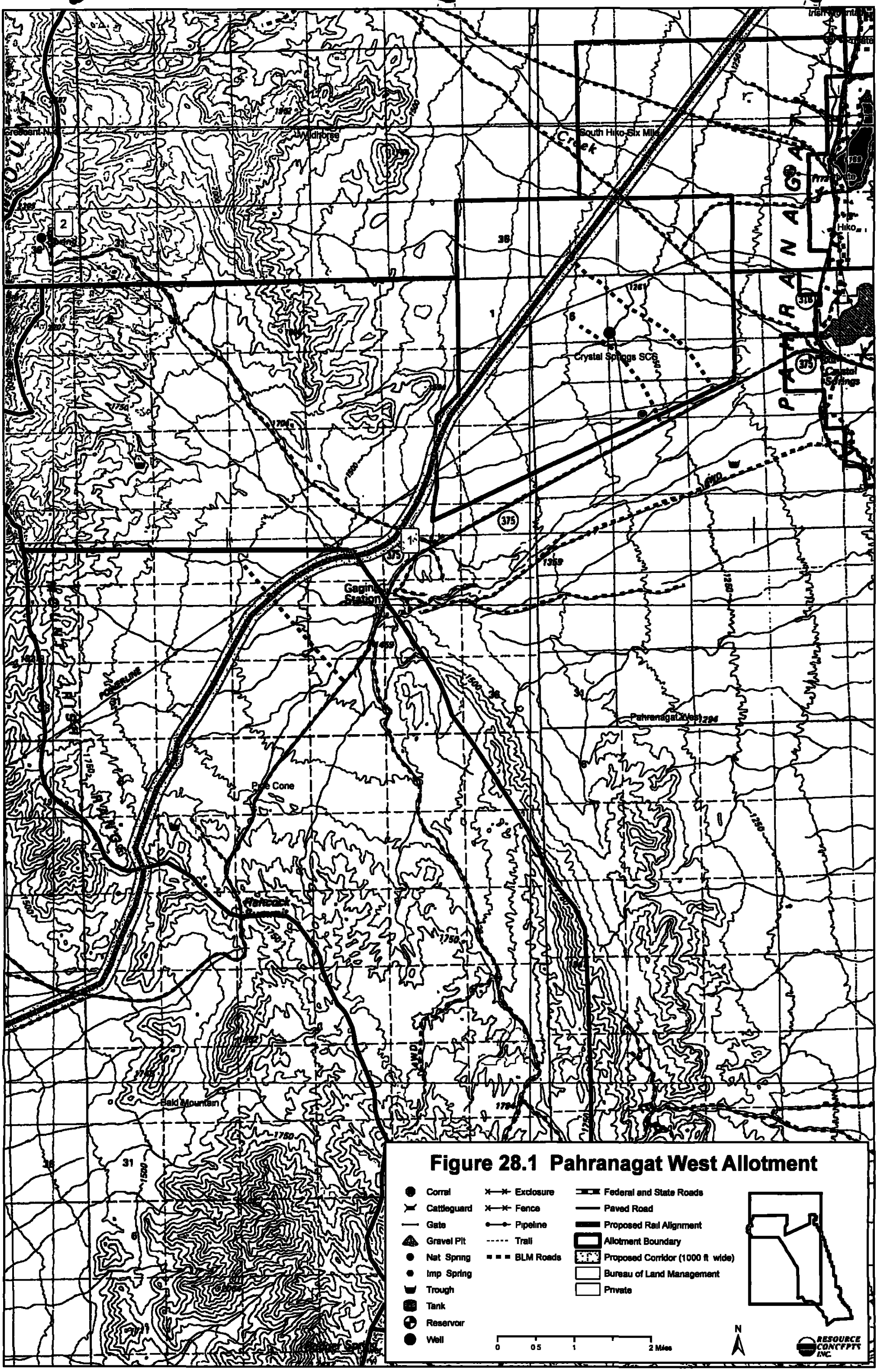
The Permittees are concerned about increased and potentially irresponsible recreational use of their allotted lands.

Table 28.2: Pahranagat West Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	3
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	218

Table 28.3: Pahranagat West Allotment Mitigation Summary

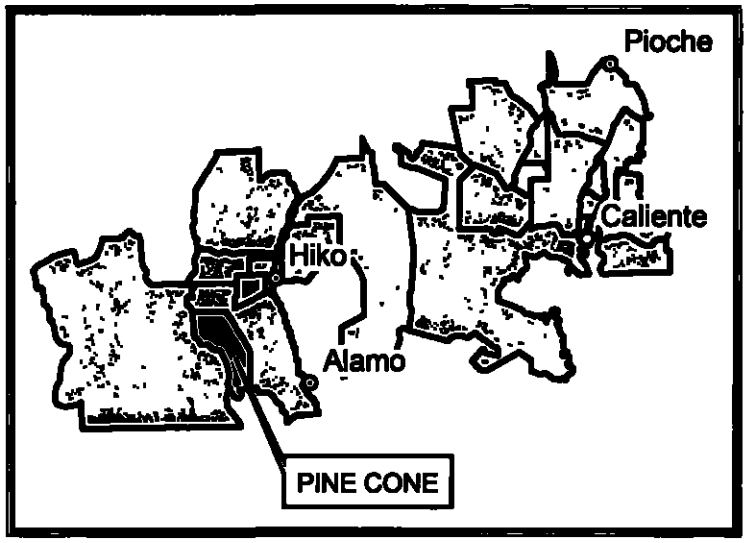
Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	3.6
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	2
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	1


Crescent Mtn
Wildhorse
South Hiko-Six Mile Creek
Hiko
Crystal Springs SCS
Crystal Springs
Gaging Station
Pahranagat West
Pole Cone
Hancock Summit
Bald Mountain
Crystal Springs
POWERLINE
PAHRANAGAT
Figure 28.1 Pahranagat West Allotment
Corral
Cattleguard
Gate
Gravel Pit
Nat Spring
Imp Spring
Trough
Tank
Reservoir
Well
Exclosure
Fence
Pipeline
Trail
BLM Roads
Federal and State Roads
Paved Road
Proposed Rail Alignment
Allotment Boundary
Proposed Corridor (1000 ft wide)
Bureau of Land Management
Private
0 0.5 1 2 Miles
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29.0 PINE CONE ALLOTMENT

Permittee: Stewart Bros Co.
Contact: Brent Stewart
City/State: Las Vegas, NV

Base Property: Land



29.1 ALLOTMENT DESCRIPTION

The Pine Cone Allotment is located to the east of the Mount Irish Range. State Route 375 enters the allotment at the northeastern corner and exits at Hancock summit.

Table 29.1: Pine Cone Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
26081	0	121	Cattle	3/01-2/28	1205	1205	0

29.1.1 Grazing System

The allotment is grazed year round.

29.1.2 Stockwaters and Water Rights

There is one stockwater in the allotment: a water haul located just east of Hancock summit.

29.1.3 Existing Fencing

The allotment is entirely unfenced.

29.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route cuts through the northern portion of the allotment, entering in the northeastern corner of the allotment and exiting near Hancock summit.

Rail Length Within Allotment: 5.27 miles
1,000' Construction Right-of-Way Area: 638.79 acres

29.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railroad remain unfenced to facilitate the free movement of cattle within the allotment.

29.2.2 Impacts and Mitigation

29.2.2.1 Base Property

There are no impacts to base property in this allotment.

29.2.2.2 Grazing System

The proposed railroad alignment would not greatly affect the current grazing system provided that cattle are able to cross the rail bed without complications.

29.2.2.3 Existing Fence and Capital Improvements

There are no potential impacts to capital improvements of fences.

29.2.2.4 Stockwaters and Associated Infrastructure

The water haul located near Hancock summit falls within the four-mile impact zone for water features.

29 2.2.5 Road and Trails

The proposed alignment crosses one dirt road.

The road crossing would require a dirt ramp with a maximum 6 percent approach.

29.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced right-of-way (ROW). Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

29.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

29.2.2.8 Other Impacts and Mitigations

None known.

Table 29.2: Pine Cone Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	1
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	639

Table 29.3: Pine Cone Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

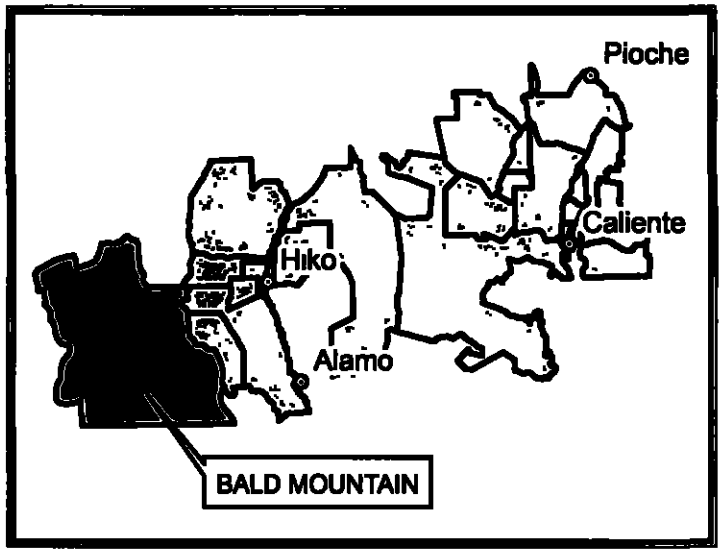


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30.0 BALD MOUNTAIN ALLOTMENT

Permittee: Steve Medlin
Contact: Steve Medlin
City/State: Rachel, NV

Base Property: Water – Reed Spring
Sharp Spring
Tickaboo Spring



30.1 ALLOTMENT DESCRIPTION

The Bald Mountain Allotment is unfenced and lies between the Mount Irish Range and the Groom Range. State Route 375 enters the allotment at Hancock summit and crosses through the northeastern corner.

Table 30.1: Bald Mountain Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
		Number/Type of Livestock		Season of Use	AUMs		
Public	Private				Total	Active	Suspended
260,089.5	0	479	Cattle	3/01-2/28	6238	5751	487
		5	Horse	3/01-2/28	60	60	0

30.1.1 Grazing System

The Permittee uses the allotment for year-round grazing.

30.1.2 Stockwaters and Water Rights

Stockwaters in the Bald Mountain Allotment consist of five reservoirs, six water hauls, and seven pipe-fed troughs, which carry water from the mountain springs.

30.1.3 Existing Fencing

The allotment is entirely unfenced.

30.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route cuts through the southern half of the allotment, entering at Hancock summit and following the Groom Lake road until it exits.

Rail Length Within Allotment: 18.4 miles
1,000' Construction Right-of-Way Area: 2,227.88 acres

30.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railway remain unfenced to facilitate the free movement of cattle.

30.2.2 Impacts and Mitigation

30.2.2.1 Base Property

One of the base property springs (Rock Springs) serves the pipelines which provide water to three troughs and one water haul within the four mile impact zone, and three water hauls within the one mile impact zone of the proposed rail alignment. Any impact to these stockwaters constitutes an impact to the base property itself, and could result in a loss of AUMs on the BLM permit.

The impacted water hauls will need to be moved to a distance greater than one mile from the proposed alignment. Water truck access to all water hauls must be maintained

30.2 2.2 Grazing System

The proposed alignment crosses through the southern portion of the allotment.

Convenient cattle crossings must be maintained in order to facilitate the free movement of cattle throughout the allotment.

30.2.2 3 Existing Fence and Capital Improvements

There are no potential impacts to capital improvements of fences.

30.2.2.4 Stockwaters and Associated Infrastructure

Three water hauls and one reservoir are located within one mile of the proposed alignment. An additional reservoir, three troughs and one water haul are located within the four-mile impact zone

The waters within one mile of the alignment will need to be moved to prevent excessive livestock-train collisions. Water truck access must be maintained to the water hauls.

30.2.2.5 Road and Trails

The proposed rail alignment runs through Bald Mountain Allotment just to the south of Groom Lake Road. The proposed railroad also crosses five critical access roads.

The railroad must be constructed on the south side of Groom Lake Road, which must also remain accessible during all stages of railroad construction. In addition, road crossings must be constructed at the five critical access roads (Map References 1-5).

30.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced right-of-way (ROW). Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. This is especially a concern due to the fact that the area traversed by the potential alignment is a critical grazing area with high protein winter forage.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

30.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

30.2.2.8 Other Impacts and Mitigations

None known

Table 30.2: Bald Mountain Allotment Impacted Features

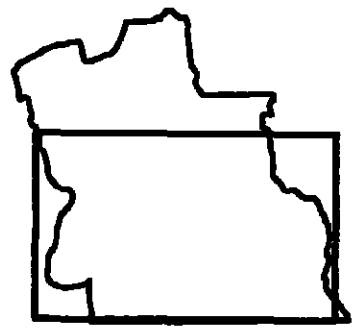
Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	4
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	9
Stockwaters within 1 mile	4
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	5
Trails (ea)	0
ROW Acreage	2, 228

Table 30.3: Bald Mountain Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	3
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	4
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	5
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

Figure 30.1 Bald Mountain Allotment

- Corral
- Cattleguard
- Gate
- Gravel Pit
- Nat Spring
- Imp Spring
- Trough
- Tank
- Reservoir
- Well
- Exclosure
- Fence
- Pipeline
- Trail
- BLM Roads
- Paved Road
- Proposed Rail Alignment
- Proposed Corridor (1000 ft wide)
- Allotment Boundary
- Bureau of Land Management
- Private



0 0.5 1 2 3 Miles

N

RESOURCE CONCEPTS INC.

PAHRANAGAT

PINE GONE

BALD MOUNTAIN

TIKABOO

1 2 3 4 5

R:\projects\Lincoln_County\07_174_1\MXDs\Permittee_maps\Zoom_out\bald_mountain.mxd 11/26/07

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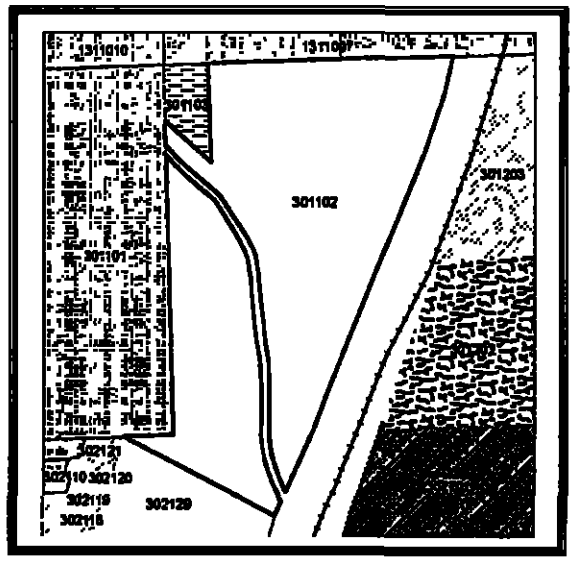
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1.0 PARCEL NUMBER 301102*

Owner: multiple, see notes below
Land Use: Mobile home park/unknown



1.1 PARCEL DESCRIPTION

Sufficient information regarding this parcel was not available. However, a portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

***Parcel split into four pieces and renumbered: 301104, 301106, 301107, 301108**

Table 1.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
301104	1 89+/-	unknown	Agua Caliente Corp.
301106	8 42+/-	unknown	Agua Caliente Corp
301107	1 17+/-	unknown	Clover Creek, LLC
301108	13 62+/-	unknown	Clover Creek, LLC
TOTAL	**25.1+/-**		Parcel sizes verified April 2008 Lincoln County Assessor's Office

1.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

1.2.1 Impacts for Proposed Alignment

1 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the

properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

1 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use This impact may be exacerbated by allowing shared use of the railroad.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

1.2.2 Mitigation/Compensation for Proposed Alignment

1 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

1.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and

operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad.

1 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

1.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

1.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed.

1.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

1.3.1 Impacts for Proposed Alignment

1.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such

facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

1.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire parcel

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use This impact may be exacerbated by allowing shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

1.3.2 Mitigation/Compensation for Proposed Alignment

1.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

1.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad.

1 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

1 3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

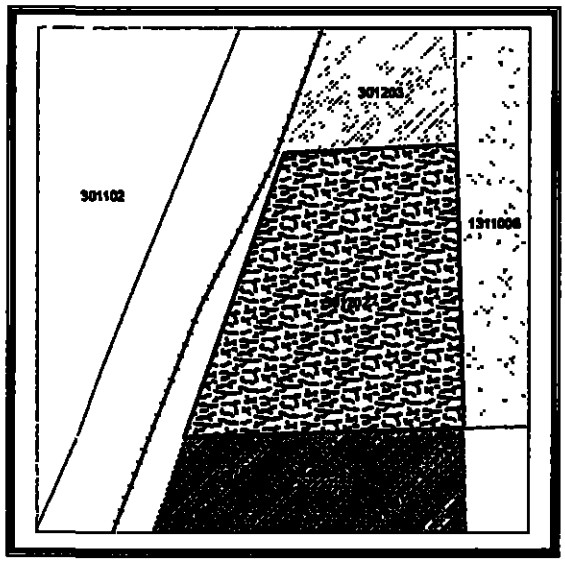
1.3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended. If the existing land use is deemed

incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

2.0 PARCEL NUMBER 301202

Owner: Caliente Hot Springs Hotel
Land Use: Commercial hotel or motel



2.1 PARCEL DESCRIPTION

Parcel number 301202 is approximately 6 71 +/- acres in size. This parcel is the location of the Caliente Hot Springs Hotel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 2.1: Parcel Details

ACRES	LAND USE	COMMENTS
6 71+/-	Commercial motel or hotel	Parcel size verified April 2008 Lincoln County Assessor's Office

2.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

2.2.1 Impacts for Proposed Alignment

2.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

2 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

2.2.2 Mitigation/Compensation for Proposed Alignment

2.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

2.2.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

2 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

2.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

2.2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

2.3 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

2.3.1 Impacts for Proposed Alignment

2.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

2 3 1 2 Effects on Property Values and Other Economic Impact

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the .DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

2.3.2 Mitigation/Compensation for Proposed Alignment

2 3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

2.3.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

2.3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

2 3 2.4 Reducing

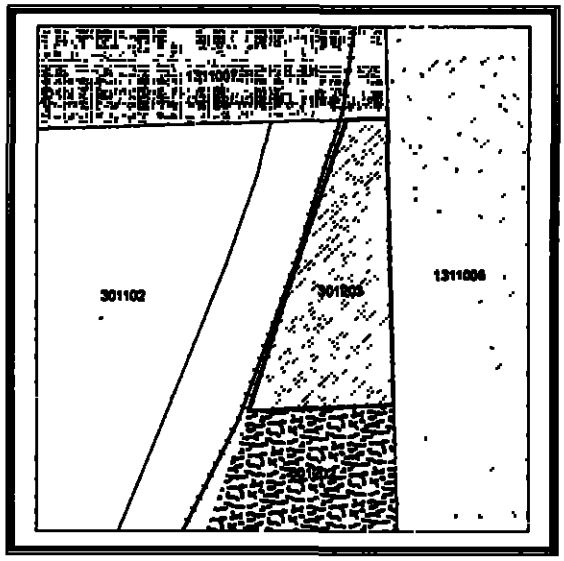
Reducing the impacts to this property is not possible if this rail alignment is selected.

2.3.2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

3.0 PARCEL NUMBER 301203

Owner: John Allen
Land Use: Single family home



3.1 PARCEL DESCRIPTION

The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute minimum width of the construction right-of-way. Parcel number 301203 will be impacted even using this very conservative estimate of the construction right-of-way.

Table 3.1: Parcel Details

ACRES	LAND USE	COMMENTS
2 9+/-	Single family home	Parcel size verified April 2008 Lincoln County Assessor's Office

3.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

3.2.1 Impacts for Proposed Alignment

3.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad. The centerline

of the proposed alignment is approximately 200 feet from Mr John Allen's home The acquisition of right-of-ways will impact the existing land use to the point that it must be discontinued

Construction/implementation

The existing land use will not be able to coexist with the construction of the Caliente Railroad if this alignment is selected

Operation/maintenance

The existing land use will not be able to coexist with the operation of the Caliente Railroad if this alignment is selected.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

3.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use will need to be discontinued. The acquisition of right-of-ways will significantly devalue the entire parcel

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel to the point that it can be rightly concluded that this alignment will likely result in a taking of the entire parcel

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

3.2.2 Mitigation/Compensation for Proposed Alignment

3 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

3 2 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

3.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

3 2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

3 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended Mr John Allen would like to be relocated to the Highland Knolls subdivision north of Caliente if this alignment is selected

3.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

3.3.1 Impacts for Proposed Alignment

3 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad The centerline of the proposed alignment is approximately 200 feet from Mr John Allen's home The acquisition of right-of-ways will impact the existing land use to the point that it must be discontinued.

Construction/implementation

The existing land use will not be able to coexist with the construction of the Caliente Railroad if this alignment is selected.

Operation/maintenance

The existing land use will not be able to coexist with the operation of the Caliente Railroad if this alignment is selected

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

3 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use will need to be discontinued The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel to the point that it can be rightly concluded that this alignment will likely result in a taking of the entire parcel

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

3.3.2 Mitigation/Compensation for Proposed Alignment

3 3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

3 3.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

3 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

3.3.2.4 Reducing

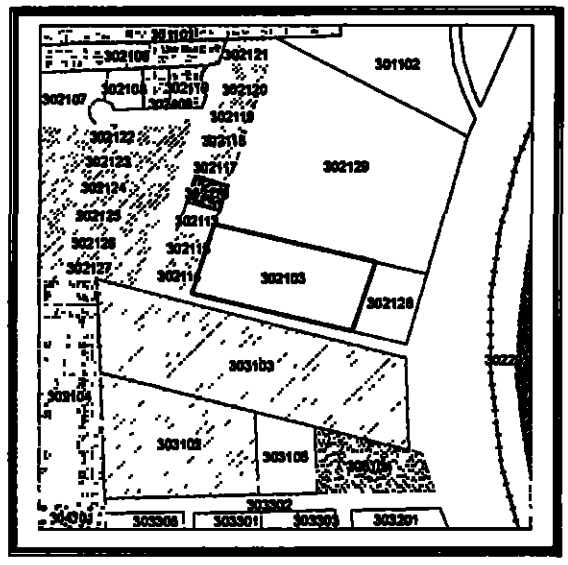
Reducing the impacts to this property is not possible if this rail alignment is selected

3.3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. Mr John Allen would like to be relocated to the Highland Knolls subdivision north of Caliente if this alignment is selected

4.0 PARCEL NUMBER 302103

Owner: Carefree Caliente, Ltd
Land Use: Ten or more units



4.1 PARCEL DESCRIPTION

Parcel number 302103 is approximately 2 2 +/- acres. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, we believe it is highly likely that all of the properties within this boundary will be seriously impacted during the construction and operation of the Caliente Railroad. This parcel will be impacted by that width of a right-of-way

Table 4.1: Parcel Details

ACRES	LAND USE	COMMENTS
2.2+/-	Ten or more units	Parcel size verified April 2008 Lincoln County Assessor's Office

4.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

4.2.1 Impacts for Proposed Alignment

4 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The existing land use may not be able to coexist with the construction of the Caliente Railroad if this alignment is selected.

Operation/maintenance

The existing land use may not be able to coexist with the operation of the Caliente Railroad if this alignment is selected

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

4.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use will likely be impacted. The acquisition of right-of-ways will significantly devalue the entire parcel for the existing category of land use.

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel for the existing category of land use.

Operation/maintenance

The existing land use may be incompatible with the operation of a railroad The likelihood of this incompatibility increases if the number of shipments may increase due to the shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

4.2.2 Mitigation/Compensation for Proposed Alignment

4.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

4 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

4 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

4.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

4.2.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property

owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

4.3 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

4.3.1 Impacts for Proposed Alignment

4.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The existing land use may not be able to coexist with the construction of the Caliente Railroad if this alignment is selected.

Operation/maintenance

The existing land use may not be able to coexist with the operation of the Caliente Railroad if this alignment is selected.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

4 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use will likely be impacted The acquisition of right-of-ways will significantly devalue the entire parcel for the existing category of land use

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel for the existing category of land use.

Operation/maintenance

The existing land use may be incompatible with the operation of a railroad The likelihood of this incompatibility increases if the number of shipments may increase due to the shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

4.3.2 Mitigation/Compensation for Proposed Alignment

4.3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

4 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

4.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

4 3 2.4 Reducing

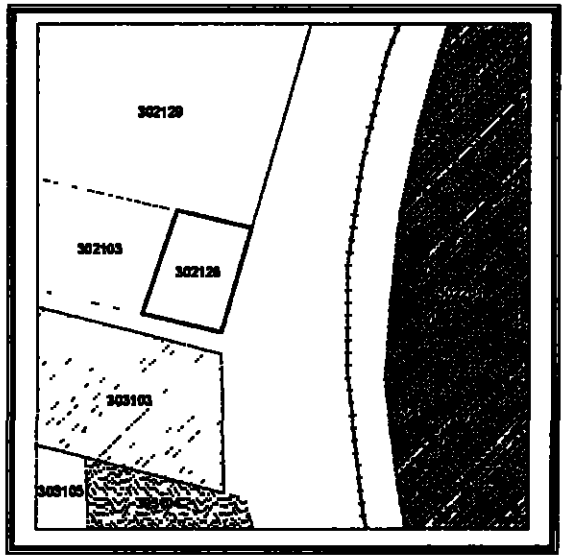
Reducing the impacts to this property is not possible if this rail alignment is selected.

4 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed.

5.0 PARCEL NUMBER 302128*

Owner: multiple, see notes below
Land Use: General Commercial



5.1 PARCEL DESCRIPTION

Sufficient information regarding this parcel was not available. However the entire parcel shown on this map, or at least a substantial portion thereof, lies within the general construction right-of-way for the Caliente Railroad identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet

***Parcel split into two pieces and renumbered: 302130, 302131**

Table 5.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
302130	0 35+/-	General Commercial	A&H Katschke, Ltd
302131	0 29+/-	General Commercial	KTM Properties, LLC
TOTAL	**0.64+/-**		Parcel sizes verified April 2008 Lincoln County Assessor's Office

5.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

5.2.1 Impacts for Proposed Alignment

5.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

No land use may be able to coexist with the construction of the Caliente Railroad if this alignment is selected.

Operation/maintenance

No land use may be able to coexist with the construction of the Caliente Railroad if this alignment is selected.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

5.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, this parcel may cease to have value. The acquisition of right-of-ways at a minimum will significantly devalue the entire parcel.

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel.

Operation/maintenance

The operation of the railroad along this alignment will negatively impact the property value of this entire parcel.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

5.2.2 Mitigation/Compensation for Proposed Alignment

5.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

5 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

5 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

5.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

5.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

5.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

5.3.1 Impacts for Proposed Alignment

5.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

No land use may be able to coexist with the construction of the Caliente Railroad if this alignment is selected

Operation/maintenance

No land use may be able to coexist with the construction of the Caliente Railroad if this alignment is selected

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

5.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, this parcel may cease to have value The acquisition of right-of-ways at a minimum will significantly devalue the entire parcel

Construction/implementation

The construction of the railroad along this alignment will negatively impact the property value of this entire parcel.

Operation/maintenance

The operation of the railroad along this alignment will negatively impact the property value of this entire parcel.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

5.3.2 Mitigation/Compensation for Proposed Alignment

5 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

5 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

5 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

5 3 2.4 Reducing

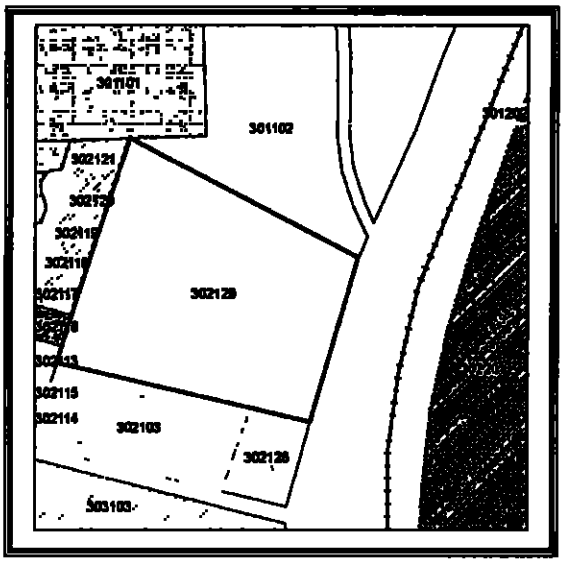
Reducing the impacts to this property is not possible if this rail alignment is selected.

5 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

6.0 PARCEL NUMBER 302129

Owner: Agua Caliente
Land Use: Mobile home park



6.1 PARCEL DESCRIPTION

Parcel number 302129 is approximately 6 57 +/- acres in size. A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet.

Table 6.1: Parcel Details

ACRES	LAND USE	COMMENTS
6 57+/-	Mobile home park	Parcel size verified April 2008 Lincoln County Assessor's Office

6.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

6.2.1 Impacts for Proposed Alignment

6.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

6 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use This impact may be exacerbated by allowing shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

6.2.2 Mitigation/Compensation for Proposed Alignment

6.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

6 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to

the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad.

6.2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

6.2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

6 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

6.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

6.3.1 Impacts for Proposed Alignment

6 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely severely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

6.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use This impact may be exacerbated by allowing shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

6.3.2 Mitigation/Compensation for Proposed Alignment

6 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

6 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad.

6 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

6 3 2 4 Reducing

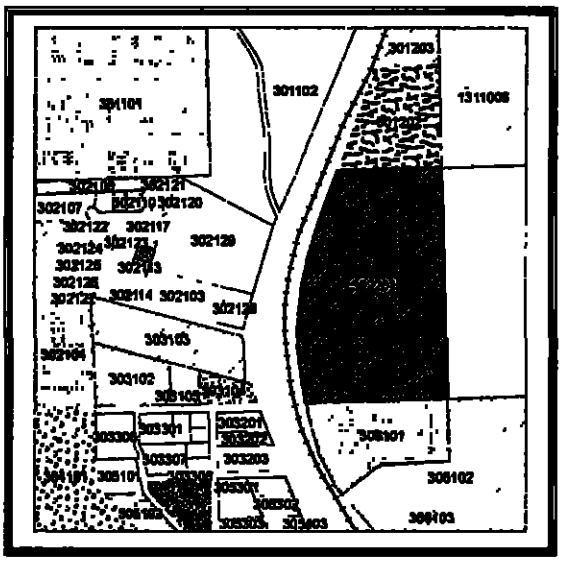
Reducing the impacts to this property is not possible if this rail alignment is selected

6 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed.

7.0 PARCEL NUMBER 302201

Owner: Caliente Hot Springs
Land Use: Five to nine units



7.1 PARCEL DESCRIPTION

Parcel number 302201 is approximately 22 06 +/- acres in size A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 7.1: Parcel Details

ACRES	LAND USE	COMMENTS
22 06+/-	Five to nine units	Parcel size verified April 2008 Lincoln County Assessor's Office

7.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

7.2.1 Impacts for Proposed Alignment

7 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

7.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use. This impact may be exacerbated by allowing shared use of the railroad.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

7.2.2 Mitigation/Compensation for Proposed Alignment

7 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

7 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to

the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

7 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

7.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

7 2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

7.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

7.3.1 Impacts for Proposed Alignment

7 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

7 3 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use. This impact may be exacerbated by allowing shared use of the railroad

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

7.3.2 Mitigation/Compensation for Proposed Alignment

7.3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

7.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel. Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

7 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

7.3 2.4 Reducing

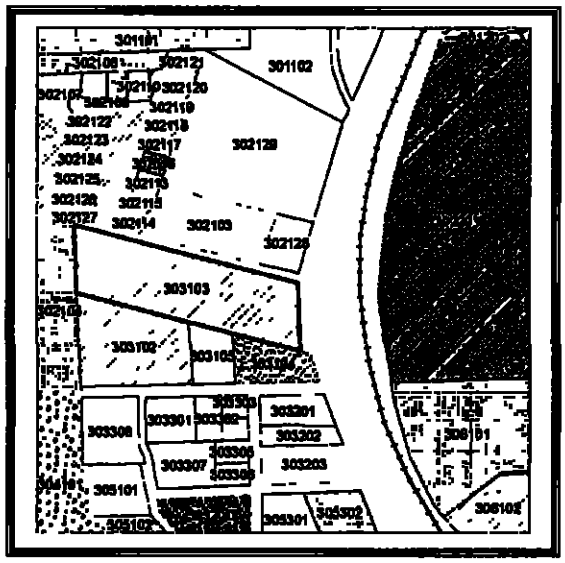
Reducing the impacts to this property is not possible if this rail alignment is selected.

7.3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed.

8.0 PARCEL NUMBER 303103

Owner: Lincoln County Hospital District
Land Use: General commercial - hospital



8.1 PARCEL DESCRIPTION

Parcel number 303103 is approximately 4.49 +/- acres. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, we believe it is highly likely that all of the properties within this boundary will be seriously impacted during the construction and operation of the Caliente Railroad. This parcel will be impacted by that width of a right-of-way

Table 8.1: Parcel Details

ACRES	LAND USE	COMMENTS
4 49+/-	General commercial	Parcel size verified April 2008 Lincoln County Assessor's Office

8.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

8.2.1 Impacts for Proposed Alignment

8 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

8.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse impacts to this parcel.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse impacts to this parcel

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

8.2.2 Mitigation/Compensation for Proposed Alignment

8.2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

8 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

8.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

8.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

8 2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

8.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

8.3.1 Impacts for Proposed Alignment

8 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are *no commitments, let alone guarantees Therefore, it is possible that all of the properties* within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

8 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse impacts to this parcel

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse impacts to this parcel.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

8.3.2 Mitigation/Compensation for Proposed Alignment

8.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

8 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

8.3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

8.3.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

8.3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

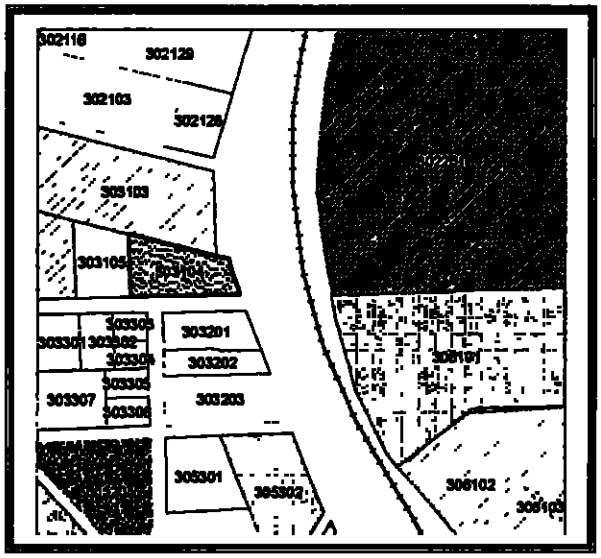
9.0 PARCELS 303104 AND 303201

Owner: Kurt Lee, et al

Land Use: General Commercial and single-family residence

9.1 PARCEL DESCRIPTION

Parcel number 303104 is approximately 2.13 +/- acres in size The property is currently used as a car dealership. Parcel number 303201 is approximately five acres in size and currently is used as a single-family residence. A portion of this parcel is within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet A portion of both parcels lie within this right-of-way



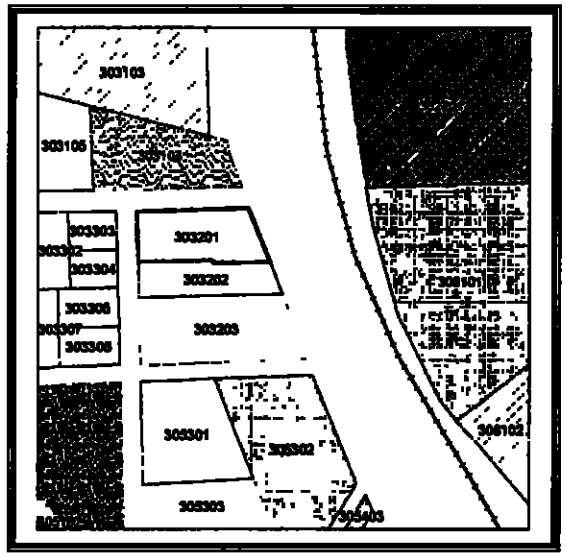


Table 9.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
303104	1 35+/-	General commercial	
303201	0 78+/-	Single family residence	
TOTAL	**2.13+/-**	**General commercial/single family residence**	Parcel sizes verified April 2008 Lincoln County Assessor's Office

9.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

9.2.1 Impacts for Proposed Alignment

9.2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact these parcels The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of these parcels but outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

9.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is possible that the acquisition of right-of-ways will result in significant adverse impacts to parcel 303104.

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse impacts to parcel 303104.

Operation/maintenance

It is possible that the construction of the Caliente Railroad will result in significant adverse impacts to parcel 303104.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

9.2.2 Mitigation/Compensation for Proposed Alignment

9.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

9 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on these parcels. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across these parcels

9 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

9.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

9.2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

9.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

9.3.1 Impacts for Proposed Alignment

9.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact these parcels. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of these parcels but outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

9 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is possible that the acquisition of right-of-ways will result in significant adverse impacts to parcel 303104

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse impacts to parcel 303104

Operation/maintenance

It is possible that the construction of the Caliente Railroad will result in significant adverse impacts to parcel 303104.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

9.3.2 Mitigation/Compensation for Proposed Alignment

9 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

9.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on these parcels It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across these parcels.

9 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

9.3.2.4 Reducing

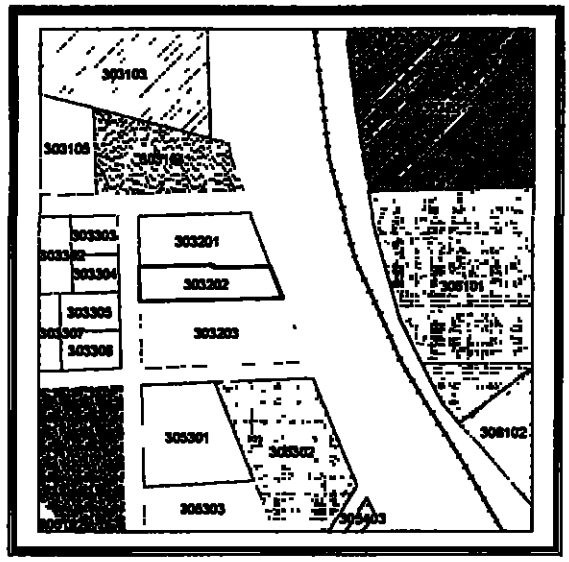
Reducing the impacts to this property is not possible if this rail alignment is selected.

9 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

10.0 PARCEL NUMBER 303202

Owner: Caliente Rose, Inc
Land Use: Single-family residence



10.1 PARCEL DESCRIPTION

Parcel number 303202 is approximately 0.22 +/- acres in size. The property is currently used as a single-family residence A portion of this parcel is within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 10.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 22+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

10.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

10.2.1 Impacts for Proposed Alignment

10.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

10.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

10.2.2 Mitigation/Compensation for Proposed Alignment

10.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

10.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

10.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

10 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

10.2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

10.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

10.3.1 Impacts for Proposed Alignment

10 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

10 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

10.3.2 Mitigation/Compensation for Proposed Alignment

10.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

10.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

10.3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

10.3 2.4 Reducing

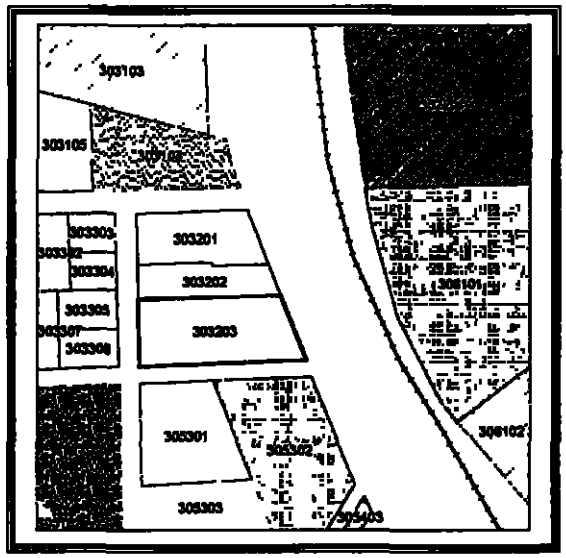
Reducing the impacts to this property is not possible if this rail alignment is selected

10.3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

11.0 PARCEL NUMBER 303203

Owner: Steve and Mildred Greenhalgh
Land Use: Single-family residence



11.1 PARCEL DESCRIPTION

Parcel number 303203 is approximately 1.08 +/- acres in size. The property is currently used as a single-family residence. A portion of this parcel is within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 11.1: Parcel Details

ACRES	LAND USE	COMMENTS
1 08+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

11.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

11.2.1 Impacts for Proposed Alignment

11.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

11 2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

11.2.2 Mitigation/Compensation for Proposed Alignment

11 2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

11.2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

11 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

11 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

11.2.2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

11.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

11.3.1 Impacts for Proposed Alignment

11.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

11 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

11.3.2 Mitigation/Compensation for Proposed Alignment

11 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

11.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

11.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

11 3.2.4 Reducing

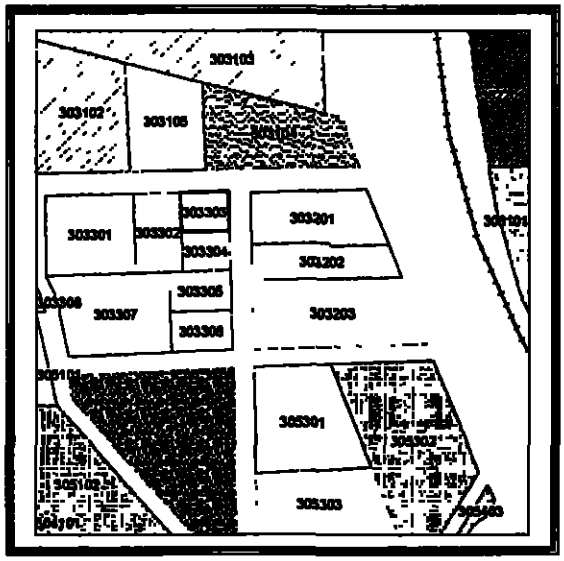
Reducing the impacts to this property is not possible if this rail alignment is selected.

11 3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

12.0 PARCEL NUMBER 303303

Owner: Bruce & Rebecca Gilbert
Land Use: Single-family residence



12.1 PARCEL DESCRIPTION

Parcel number 303303 is approximately 0.19+/- acres in size. The property is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet.

Table 12.1: Parcel Details

ACRES	LAND USE	COMMENTS
0.19+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

12.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

12.2.1 Impacts for Proposed Alignment

12.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

12.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

12.2.2 Mitigation/Compensation for Proposed Alignment

12 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

12 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

12 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

12 2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

12.2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

12.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

12.3.1 Impacts for Proposed Alignment

12 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

12 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

12.3.2 Mitigation/Compensation for Proposed Alignment

12.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

12 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

12 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

12 3 2 4 Reducing

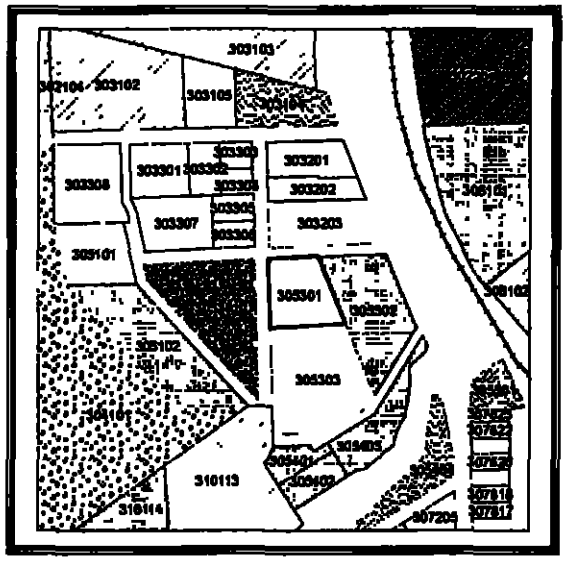
Reducing the impacts to this property is not possible if this rail alignment is selected

12.3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

13.0 PARCEL NUMBER 305301

Owner: Ellen Bullock
Land Use: Single-family residence



13.1 PARCEL DESCRIPTION

Parcel number 305301 is approximately one acre in size. The property is currently used as a single-family residence. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 13.1: Parcel Details

ACRES	LAND USE	COMMENTS
1 0 +/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

13.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

13.2.1 Impacts for Proposed Alignment

13 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

13 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

- It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

13.2.2 Mitigation/Compensation for Proposed Alignment

13 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

13.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

13 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

13.2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

13 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

13.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

13.3.1 Impacts for Proposed Alignment

13 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

13 3 1.2 *Effects on Property Values and Other Economic Impacts*

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

13.3.2 Mitigation/Compensation for Proposed Alignment

13.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

13 3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

13 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

13.3 2 4 Reducing

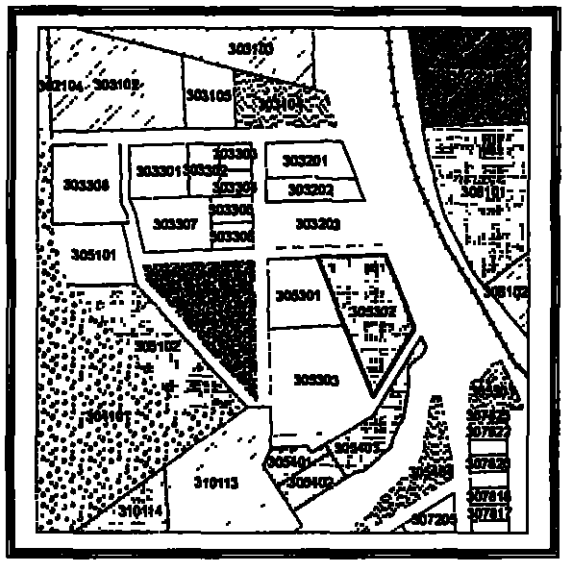
Reducing the impacts to this property is not possible if this rail alignment is selected.

13 3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

14.0 PARCEL NUMBER 305302

Owner: Marilyn Anderson, et al
Land Use: Vacant/unknown



14.1 PARCEL DESCRIPTION

Parcel number 305302 is approximately 1 8 +/- acre in size. The property is currently vacant or the land use is unknown A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 14.1: Parcel Details

ACRES	LAND USE	COMMENTS
1 8+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

14.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

14.2.1 Impacts for Proposed Alignment

14.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

14.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

14.2.2 Mitigation/Compensation for Proposed Alignment

14.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

14.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

14 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

14 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

14.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

14.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

14.3.1 Impacts for Proposed Alignment

14 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

14.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

14.3.2 Mitigation/Compensation for Proposed Alignment

14.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

14 3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

14.3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

14.3 2.4 Reducing

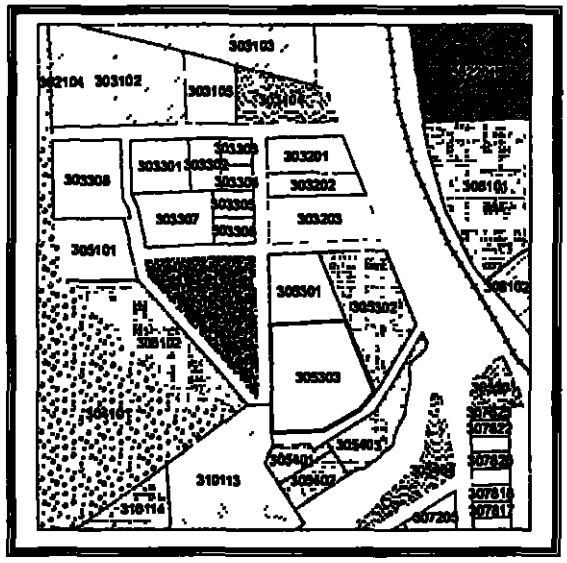
Reducing the impacts to this property is not possible if this rail alignment is selected

14.3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

15.0 PARCEL NUMBER 305303

Owner: Caliente Associates
Land Use: Ten or more units



15.1 PARCEL DESCRIPTION

Parcel number 305303 is approximately 1.94 +/- acre in size This parcel has a land use designation of ten or more units. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet

Table 15.1: Parcel Details

ACRES	LAND USE	COMMENTS
1 94+/-	Ten or more units	Parcel size verified April 2008 Lincoln County Assessor's Office

15.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

15.2.1 Impacts for Proposed Alignment

15.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

15.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

15.2.2 Mitigation/Compensation for Proposed Alignment

15 2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

15 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

15 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

15.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

15 2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

15.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

15.3.1 Impacts for Proposed Alignment

15 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

15.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

15.3.2 Mitigation/Compensation for Proposed Alignment

15.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

15 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

15 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

15.3.2 4 Reducing

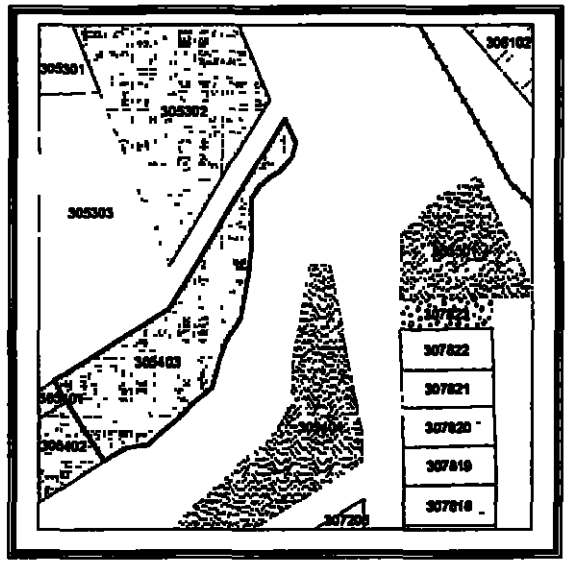
Reducing the impacts to this property is not possible if this rail alignment is selected.

15 3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

16.0 PARCEL NUMBER 305403

Owner: Alex Coroneos
Land Use: Vacant/unknown



16.1 PARCEL DESCRIPTION

Parcel number 305403 is approximately 0.75 +/- acres in size. The property is currently vacant or the land use is unknown. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet

Table 16.1: Parcel Details

ACRES	LAND USE	COMMENTS
0.75 =/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

16.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

16.2.1 Impacts for Proposed Alignment

16.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

16.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

16.2.2 Mitigation/Compensation for Proposed Alignment

16.2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

16.2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

16 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

16 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

16 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

16.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

16.3.1 Impacts for Proposed Alignment

16 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are *no commitments, let alone guarantees Therefore, it is possible that all of the properties* within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

16 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

16.3.2 Mitigation/Compensation for Proposed Alignment

16 3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

16 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

16.3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

16 3.2.4 Reducing

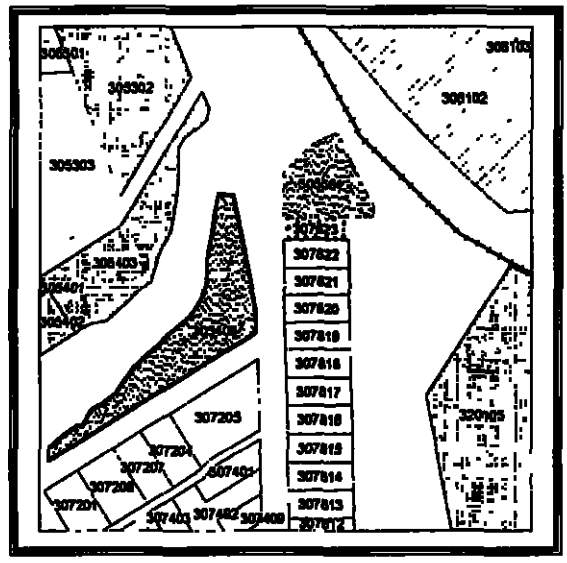
Reducing the impacts to this property is not possible if this rail alignment is selected

16.3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

17.0 PARCEL NUMBER 305404*

Owner: Stanley & Charlotte Wallis
Land Use: General industrial



17.1 PARCEL DESCRIPTION

Sufficient information regarding this parcel was not available However a portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet. According to Lincoln County records, no such parcel exists. Therefore, we have not discussed the potential impacts until we can research this parcel further.

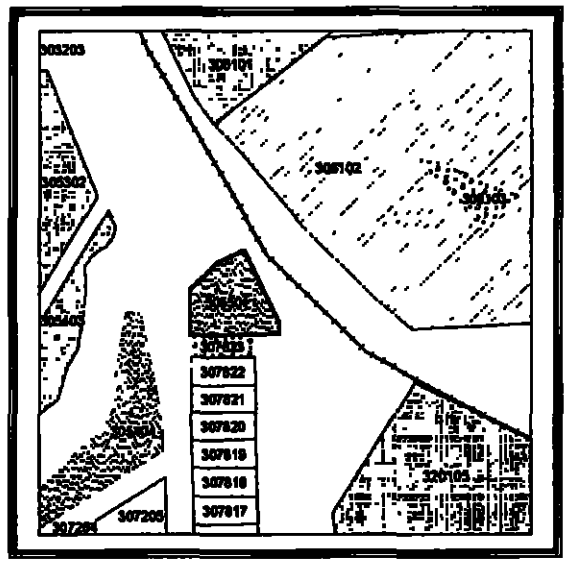
***Parcel split into two pieces and numbered:**
305405, 305406

Table 17.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
305405	0 68+/-	Vacant/unknown	
305406	0.84+/-	Vacant/unknown	
TOTAL	1.52+/-		Parcel size verified April 2008 Lincoln County Assessor's Office

18.0 PARCEL NUMBER 305501

Owner: Haycock Distributing
Land Use: General industrial



18.1 PARCEL DESCRIPTION

Parcel number 305501 is approximately 0 38 +/- acre in size. This parcel is the location of a fuel distributor. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 18.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 38+/-	General industrial	Parcel size verified April 2008 Lincoln County Assessor's Office

18.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

18.2.1 Impacts for Proposed Alignment

18.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the

Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will likely be disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

18.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use may be irreversibly impacted The acquisition of right-of-ways may adversely affect the property value of the entire parcel depending on the usability of the remaining portion of the land.

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

18.2.2 Mitigation/Compensation for Proposed Alignment

18.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

18 2.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

18.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

18 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

18.2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

18.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

18.3.1 Impacts for Proposed Alignment

18.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will likely be disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such

facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

18.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use may be irreversibly impacted. The acquisition of right-of-ways may adversely affect the property value of the entire parcel depending on the usability of the remaining portion of the land

Construction/implementation

The owners of this parcel may experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel may continue to experience a loss of economic opportunity associated with the impacts to the existing land use

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

18.3.2 Mitigation/Compensation for Proposed Alignment

18.3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

18 3.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

18.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

18.3 2 4 Reducing

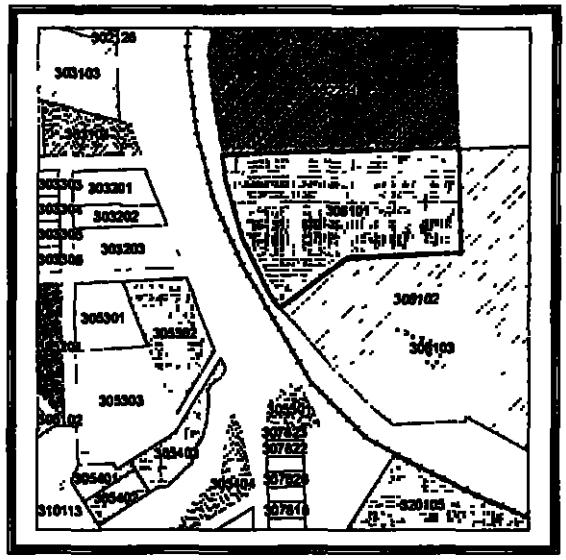
Reducing the impacts to this property is not possible if this rail alignment is selected

18.3.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

19.0 PARCEL NUMBER 306101

Owner: Caliente Hot Springs
Land Use: Motel



19.1 PARCEL DESCRIPTION

Parcel number 306101 is approximately four acres in size This parcel is the location of a motel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 19.1: Parcel Details

ACRES	LAND USE	COMMENTS
4 0	Motel	Parcel size verified April 2008 Lincoln County Assessor's Office

19.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

19.2.1 Impacts for Proposed Alignment

19.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation

of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

19 2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

19.2.2 Mitigation/Compensation for Proposed Alignment

19.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

19 2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

19 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

19 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

19 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

19.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

19.3.1 Impacts for Proposed Alignment

19 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such

facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

19.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

19.3.2 Mitigation/Compensation for Proposed Alignment

19.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

19.3 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

19 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

19.3 2.4 Reducing

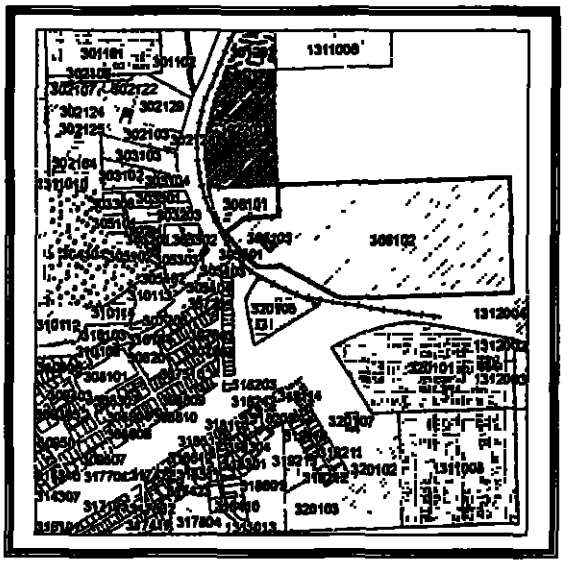
Reducing the impacts to this property is not possible if this rail alignment is selected

19 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

20.0 PARCEL NUMBER 306102

Owner: State of Nevada, COB
Land Use: *General commercial*



20.1 PARCEL DESCRIPTION

Parcel number 306102 is approximately 72 +/- *acres in size. This parcel is the location of the* NYTC. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 20.1: Parcel Details

ACRES	LAND USE	COMMENTS
72 0+/-	General commercial	Parcel size verified April 2008 Lincoln County Assessor's Office

20.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

20.2.1 Impacts for Proposed Alignment

20.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase *This acquisition will impact this parcel The DOE identified a nominal width of approximately* 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they

state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will be disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

20.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing parcel will be irreversibly impacted. The acquisition of right-of-ways may devalue the entire parcel. However, this is less likely with this particular parcel than with some of the others analyzed due to the parcel's size, existing land use and position in relation to the railroad

Construction/implementation

More detailed information is needed regarding the DOE's plans for construction right-of-ways over this parcel to determine the specific impacts. It is not anticipated that the construction activities themselves will adversely impact this parcel's property value unless additional right-of-ways are needed that were not acquired during the detailed planning phase

Operation/maintenance

More detailed information is needed regarding the DOE's plans for operation right-of-ways over this parcel to determine the specific impacts It is not anticipated that the operation of the railroad will adversely impact this parcel's property value unless additional right-of-ways are needed that were not acquired during the detailed planning phase This determination was based on the existing ownership and land use. Should the State of Nevada decide to discontinue the use of this property, the impact of the railroad operation on the value of the property will need to be reassessed.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be

properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

20.2.2 Mitigation/Compensation for Proposed Alignment

20.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

20.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

20 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

20 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

20 2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

20.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

20.3.1 Impacts for Proposed Alignment

20 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase *This acquisition will impact this parcel The DOE identified a nominal width of approximately* 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way will be disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

20 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing parcel will be irreversibly impacted. The acquisition of right-of-ways may devalue the entire parcel However, this is less likely with this particular parcel than with some of the others analyzed due to the parcel's size, existing land use and position in relation to the railroad.

Construction/implementation

More detailed information is needed regarding the DOE's plans for construction right-of-ways over this parcel to determine the specific impacts It is not anticipated that the construction activities themselves will adversely impact this parcel's property value unless additional right-of-ways are needed that were not acquired during the detailed planning phase.

Operation/maintenance

More detailed information is needed regarding the DOE's plans for operation right-of-ways over this parcel to determine the specific impacts. It is not anticipated that the operation of the railroad will adversely impact this parcel's property value unless additional right-of-ways are needed that were not acquired during the detailed planning phase This determination was based on the existing ownership and land use. Should the State of Nevada decide to discontinue the use of this property, the impact of the railroad operation on the value of the property will need to be reassessed

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

20.3.2 Mitigation/Compensation for Proposed Alignment

20 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

20.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

20 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

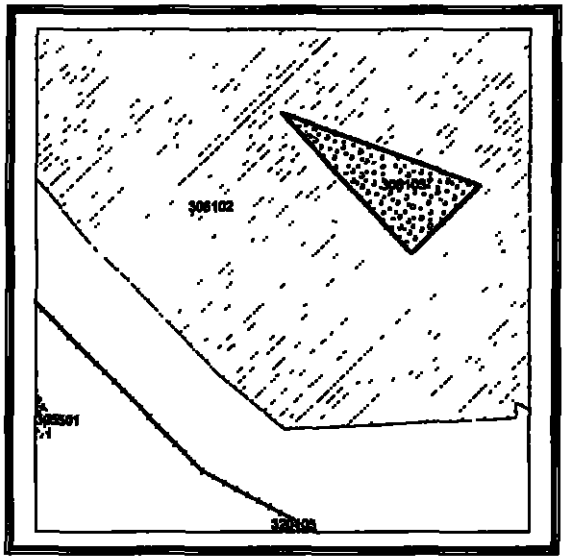
20.3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

20 3.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

21.0 PARCEL NUMBER 306103



Owner: Lincoln County Power District
Land Use: Intracounty public utility

21.1 PARCEL DESCRIPTION

Parcel number 306103 is designated as an intracounty public utility. It is the site of a Lincoln County Power District substation. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet

21.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

21.2.1 Impacts for Proposed Alignment

21 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses It is unlikely that the existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. The parcel lies outside of the operation right-of-way as identified by the DOE. However until more information is known about the precise location of the centerline and the detailed operational plan, impacts cannot be fully assessed.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

21 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use for this parcel should be accommodated.

Construction/implementation

Lincoln County Power District should not experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad so long as the existing land use is able to coexist with the DOE's activities

Operation/maintenance

Lincoln County Power District should not experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad as this parcel lies outside of the proposed width for the operation right-of-way

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

21.2.2 Mitigation/Compensation for Proposed Alignment

21 2 2.1 Avoiding

As long as the existing land use, a power substation and the DOE's construction activities are compatible with one another, any potential impacts will be avoided.

21.2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed in this area. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the Lincoln County Power District regarding the maximum right-of-way that will be needed across this parcel and DOE's intention regarding accommodating the existing land use during their construction activities.

21 2.2.3 Rectifying

Rectifying the impacts to this property is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued. Lincoln County Power District needs to have continuous use of a substation

21 2 2 4 Reducing

Reducing the impacts to this property over time is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued Lincoln County Power District needs to have continuous use of a substation

21 2 2 5 Compensating

If the impacts cannot be avoided or minimized to an extent that allows the existing land use continue, compensating Lincoln County Power District for the taking of this property is the last available option deemed acceptable

21.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

21.3.1 Impacts for Proposed Alignment

21 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. It is unlikely that the existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase

that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. The parcel lies outside of the operation right-of-way as identified by the DOE However until more information is known about the precise location of the centerline and the detailed operational plan, impacts cannot be fully assessed

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

21.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use for this parcel should be accommodated

Construction/implementation

Lincoln County Power District should not experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad so long as the existing land use is able to coexist with the DOE's activities.

Operation/maintenance

Lincoln County Power District should not experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad as this parcel lies outside of the proposed width for the operation right-of-way.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

21.3.2 Mitigation/Compensation for Proposed Alignment

21.3 2 1 Avoiding

As long as the existing land use, a power substation and the DOE's construction activities are compatible with one another, any potential impacts will be avoided

21 3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed in this area. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the Lincoln County Power District regarding the maximum right-of-way that will be needed across this parcel and DOE's intention regarding accommodating the existing land use during their construction activities.

21.3.2 3 Rectifying

Rectifying the impacts to this property is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued Lincoln County Power District needs to have continuous use of a substation

21.3.2 4 Reducing

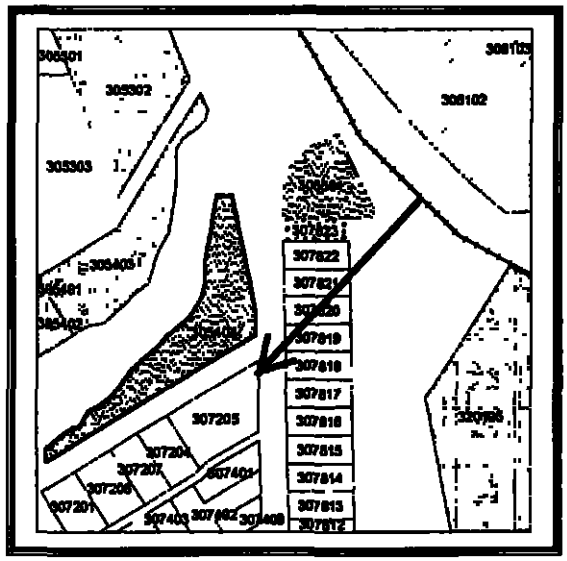
Reducing the impacts to this property over time is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued. Lincoln County Power District needs to have continuous use of a substation

21 3 2 5 Compensating

If the impacts cannot be avoided or minimized to an extent that allows the existing land use continue, compensating Lincoln County Power District for the taking of this property is the last available option deemed acceptable

22.0 PARCEL NUMBER 307205

Owner: Helen Barton, et al
Land Use: Single-family residence



22.1 PARCEL DESCRIPTION

Parcel number 307205 is currently used as a single-family residence A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet.

Table 22.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 43+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

22.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

22.2.1 Impacts for Proposed Alignment

22.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

22 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

22.2.2 Mitigation/Compensation for Proposed Alignment

22.2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

22.2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

22 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

22.2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

22 2 2.5 *Compensating*

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

22.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

22.3.1 Impacts for Proposed Alignment

22.3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

22 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

22.3.2 Mitigation/Compensation for Proposed Alignment

22 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

22 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

22 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

22.3.2 4 Reducing

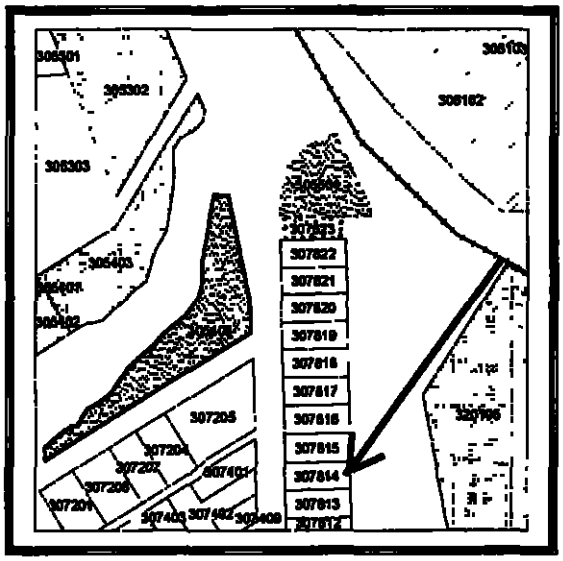
Reducing the impacts to this property is not possible if this rail alignment is selected

22 3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

23.0 PARCEL NUMBER 307814

Owner: James and Holly Gatzke
Land Use: Single-family residence



23.1 PARCEL DESCRIPTION

Parcel number 307814 is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the *Caliente Railroad, identified by the DOE as having a* nominal width of 300 meters, or about 1,000 feet.

Table 23.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

23.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

23.2.1 Impacts for Proposed Alignment

23 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

23.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

23.2.2 Mitigation/Compensation for Proposed Alignment

23.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

23.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

23 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

23 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

23 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

23.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

23.3.1 Impacts for Proposed Alignment

23 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

23.3 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

23.3.2 Mitigation/Compensation for Proposed Alignment

23.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

23 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

23 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

23 3 2 4 Reducing

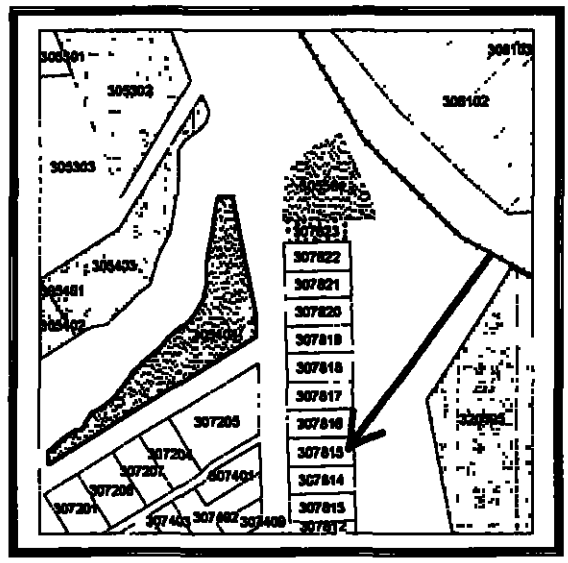
Reducing the impacts to this property is not possible if this rail alignment is selected

23 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

24.0 PARCEL NUMBER 307815

Owner: Company Row Living Trust
Land Use: Single-family residence



24.1 PARCEL DESCRIPTION

Parcel number 307815 is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet

Table 24.1: Parcel Details

ACRES	LAND USE	COMMENTS
0.15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

24.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

24.2.1 Impacts for Proposed Alignment

24.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

24 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

24.2.2 Mitigation/Compensation for Proposed Alignment

24.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

24 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

24.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

24 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

24 2.2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

24.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

24.3.1 Impacts for Proposed Alignment

24 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

24 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

24.3.2 Mitigation/Compensation for Proposed Alignment

24.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

24 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

24 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

24 3 2 4 Reducing

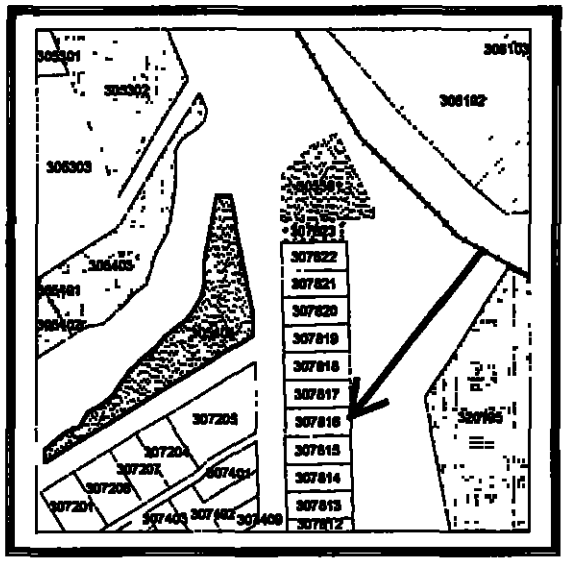
Reducing the impacts to this property is not possible if this rail alignment is selected.

24 3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

25.0 PARCEL NUMBER 307816

Owner: Gregory and Sharon Barlow
Land Use: Single-family residence



25.1 PARCEL DESCRIPTION

Parcel number 3078146 is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet.

Table 25.1: Parcel Details

ACRES	LAND USE	COMMENTS
0.15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

25.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

25.2.1 Impacts for Proposed Alignment

25.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

25.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

25.2.2 Mitigation/Compensation for Proposed Alignment

25.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

25.2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

25.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

25 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

25 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

25.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

25.3.1 Impacts for Proposed Alignment

25 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

25.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

25.3.2 Mitigation/Compensation for Proposed Alignment

25 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

25 3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

25 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

25 3 2.4 Reducing

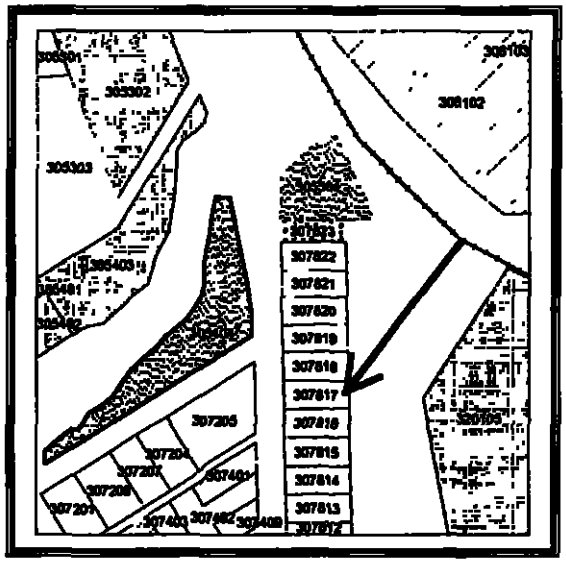
Reducing the impacts to this property is not possible if this rail alignment is selected

25.3.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

26.0 PARCEL NUMBER 307817

Owner: Kenneth and Hayley Gloeckner
Land Use: Single-family residence



26.1 PARCEL DESCRIPTION

Parcel number 307817 is currently used as a single-family residence A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet

Table 26.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 15+/-	Single family residence	*Parcel size verified April 2008* Lincoln County Assessor's Office

26.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

26.2.1 Impacts for Proposed Alignment

26.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

26.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

26.2.2 Mitigation/Compensation for Proposed Alignment

26.2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

26 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

26.2.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

26 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

26.2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

26.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

26.3.1 Impacts for Proposed Alignment

26.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

26 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

26.3.2 Mitigation/Compensation for Proposed Alignment

26.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

26 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

26 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

26 3 2 4 Reducing

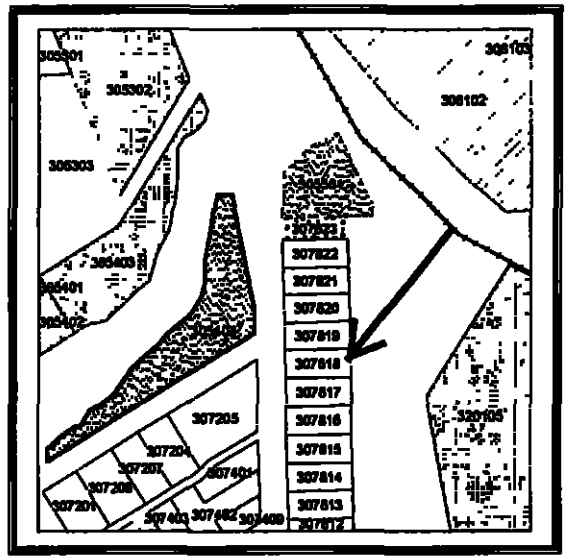
Reducing the impacts to this property is not possible if this rail alignment is selected

26.3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

27.0 PARCEL NUMBER 307818

Owner: Rose Dianne Kelley, et al
Land Use: Single-family residence



27.1 PARCEL DESCRIPTION

Parcel number 307818 is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet.

Table 27.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

27.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

27.2.1 Impacts for Proposed Alignment

27 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

27 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

27.2.2 Mitigation/Compensation for Proposed Alignment

27.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

27.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

27 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

27 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

27.2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

27.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

27.3.1 Impacts for Proposed Alignment

27.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

27.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

27.3.2 Mitigation/Compensation for Proposed Alignment

27 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

27.3 2 2 *Minimizing*

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

27 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

27 3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

27.3 2 5 Compensating

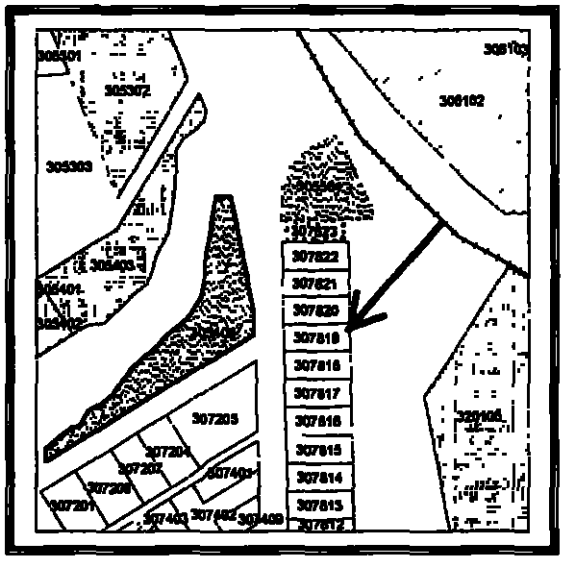
No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

28.0 PARCELS 307819 AND 307821

Owner: Richard and Pearl McKee
Land Use: Single-family residence

28.1 PARCEL DESCRIPTION

Parcel numbers 307819 and 307821 are currently used as single-family residence lots A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet



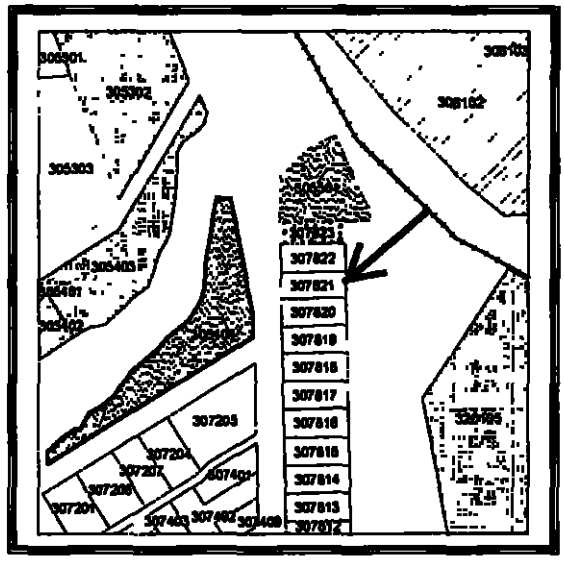


Table 28.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
307819	0 15+/-	Single family residence	
307821	0 15+/-	Single family residence	
Total	**0.3+/-**	**Single family residence**	Parcel sizes verified April 2008 Lincoln County Assessor's Office

28.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

28.2.1 Impacts for Proposed Alignment

28 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact these parcels The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of these parcels but outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

28.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to these parcels

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to these parcels unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to these parcels unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

28.2.2 Mitigation/Compensation for Proposed Alignment

28 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

28 2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on these parcels It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across these parcels

28 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

28.2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

28 2.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

28.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

28.3.1 Impacts for Proposed Alignment

28.3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact these parcels. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties

within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of these parcels but outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

28.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to these parcels

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to these parcels unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to these parcels unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

28.3.2 Mitigation/Compensation for Proposed Alignment

28 3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

28.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on these parcels. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in

areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across these parcels

28 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

28 3.2.4 Reducing

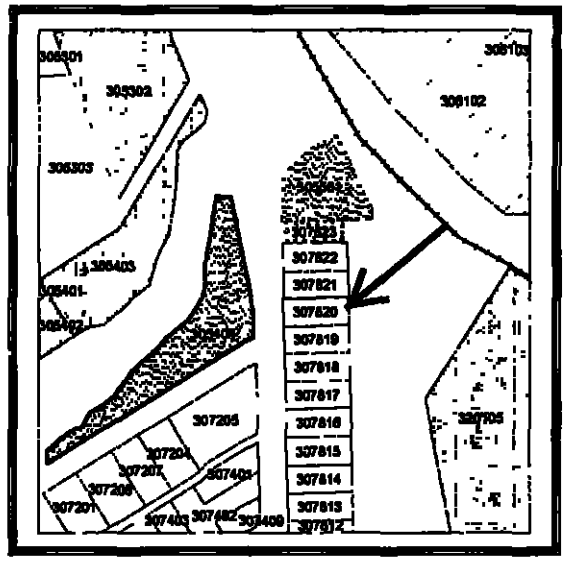
Reducing the impacts to this property is not possible if this rail alignment is selected

28 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

29.0 PARCEL NUMBER 307820

Owner: Janice and Lawrence Jonas
Land Use: Single-family residence



29.1 PARCEL DESCRIPTION

Parcel number 307820 is currently used as a single-family residence. A portion of this parcel is within the general construction right-of-way for the Caliente Railroad, identified by the DOE as having a nominal width of 300 meters, or about 1,000 feet

Table 29.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

29.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

29.2.1 Impacts for Proposed Alignment

29.2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

29.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

29.2.2 Mitigation/Compensation for Proposed Alignment

29 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

29 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

29 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

29 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

29 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

29.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

29.3.1 Impacts for Proposed Alignment

29 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. *This acquisition will likely impact this parcel The DOE identified the general construction* right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing *portion of this parcel outside of the construction right-of-way may be seriously disturbed* during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

29.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

29.3.2 Mitigation/Compensation for Proposed Alignment

29.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

29.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

29 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

29 3.2.4 Reducing

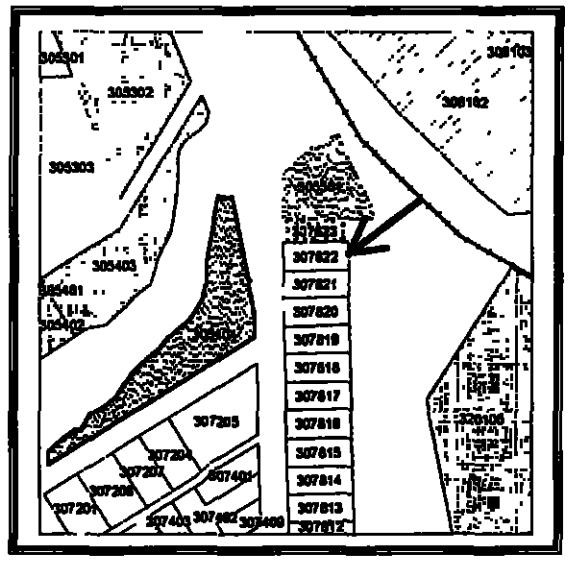
Reducing the impacts to this property is not possible if this rail alignment is selected

29.3.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

30.0 PARCEL NUMBER 307822

Owner: Eddie and Jacqueline Bozarth
Land Use: Single-family residence



30.1 PARCEL DESCRIPTION

Parcel number 307822 is currently used as a single-family residence A portion of this parcel is within

The operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad, as having a nominal width of 300 meters, or about 1,000 feet.

Table 30.1: Parcel Details

ACRES	LAND USE	COMMENTS
0 15+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

30.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

30.2.1 Impacts for Proposed Alignment

30.2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are *no commitments, let alone guarantees. Therefore, it is possible that all of the properties* within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all

of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

30.2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

30.2.2 Mitigation/Compensation for Proposed Alignment

30 2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

30 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

30.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

30 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

30 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

30.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

30.3.1 Impacts for Proposed Alignment

30 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are *no commitments, let alone guarantees Therefore, it is possible that all of the properties* within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

30 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

30.3.2 Mitigation/Compensation for Proposed Alignment

30 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

30 3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

30.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

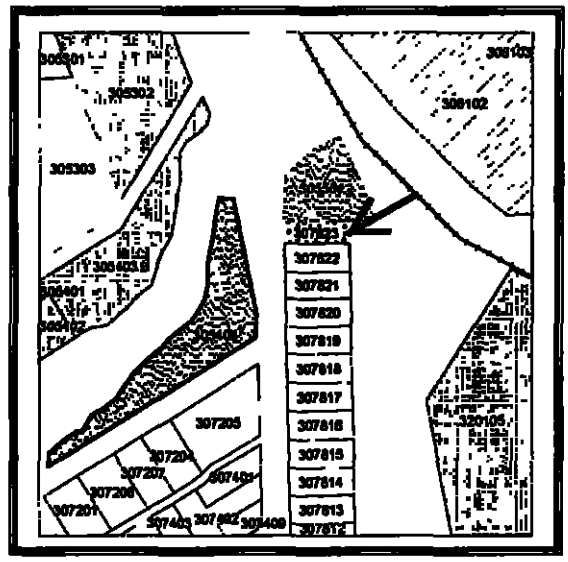
30 3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

30 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

31.0 PARCEL NUMBER 307823



Owner: *City of Caliente*
Land Use: Intracounty public utility

31.1 PARCEL DESCRIPTION

Parcel number 307823 is the site of a City of Caliente utility. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet

31.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

31.2.1 Impacts for Proposed Alignment

31 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses It is unlikely that the existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. The parcel lies outside of the operation right-of-way as identified by the DOE However until more information is known about the precise location of the centerline and the detailed operational plan, impacts cannot be fully assessed

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

31 2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use for this parcel should be accommodated

Construction/implementation

City of Caliente should not experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad so long as the existing land use is able to coexist with the DOE's activities.

Operation/maintenance

City of Caliente should not experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad as this parcel lies outside of the proposed width for the operation right-of-way

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

31.2.2 Mitigation/Compensation for Proposed Alignment

31 2 2.1 Avoiding

As long as the existing land use, a public utility and the DOE's construction activities are compatible with one another, any potential impacts will be avoided.

31 2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed in this area It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the City of Caliente regarding the maximum right-of-way that will be needed across this parcel and DOE's intention regarding accommodating the existing land use during their construction activities

31 2.2 3 Rectifying

Rectifying the impacts to this property is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued City of Caliente needs to have continuous use of this utility

31.2 2 4 Reducing

Reducing the impacts to this property over time is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued City of Caliente needs to have continuous use of this utility

31 2 2 5 Compensating

If the impacts cannot be avoided or minimized to an extent that allows the existing land use to continue, compensating the City of Caliente for the taking of this property is the last available option deemed acceptable If compensation is required, the relocation of the existing utility should be fully paid for by the DOE.

31.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

31.3.1 Impacts for Proposed Alignment

31 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. It is unlikely that the existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities The parcel lies outside of the operation right-of-way as identified by the DOE However until more information is known about the precise location of the centerline and the detailed operational plan, impacts cannot be fully assessed.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

31.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land use for this parcel should be accommodated

Construction/implementation

City of Caliente should not experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad so long as the existing land use is able to coexist with the DOE's activities

Operation/maintenance

City of Caliente should not experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad as this parcel lies outside of the proposed width for the operation right-of-way

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

31.3.2 Mitigation/Compensation for Proposed Alignment

31.3 2 1 Avoiding

As long as the existing land use, a public utility and the DOE's construction activities are compatible with one another, any potential impacts will be avoided

31.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed in this area It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the City of Caliente regarding the maximum right-of-way that will be needed across this parcel and DOE's intention regarding accommodating the existing land use during their construction activities

31.3 2 3 Rectifying

Rectifying the impacts to this property is not an acceptable form of mitigation, as it would require

the restoration of the use after it had been discontinued City of Caliente needs to have continuous use of this utility.

31 3 2 4 Reducing

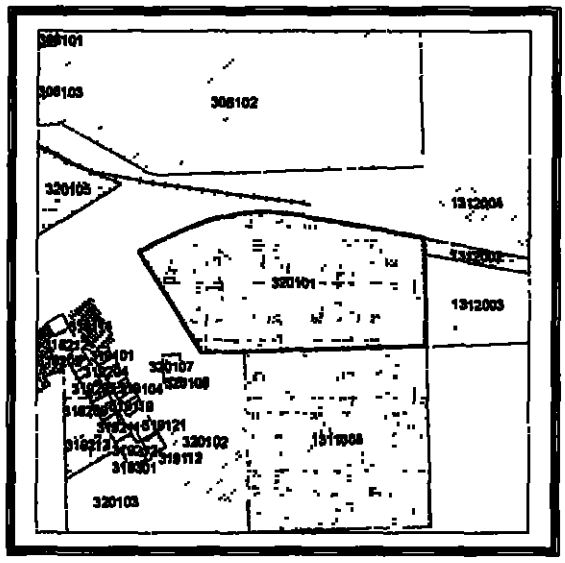
Reducing the impacts to this property over time is not an acceptable form of mitigation, as it would require the restoration of the use after it had been discontinued City of Caliente needs to have continuous use of this utility

31.3 2 5 Compensating

If the impacts cannot be avoided or minimized to an extent that allows the existing land use to continue, compensating the City of Caliente for the taking of this property is the last available option deemed acceptable If compensation is required, the relocation of the existing utility should be fully paid for by the DOE.

32.0 PARCEL NUMBER 320101

Owner: Veterans of Foreign Wars
Land Use: Vacant/unknown



32.1 PARCEL DESCRIPTION

Parcel number 320101 is approximately 40.0 +/- acres in size. The official land use classification of this parcel is vacant or unknown. A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet.

Table 32.1: Parcel Details

ACRES	LAND USE	COMMENTS
40 0+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

32.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

32.2.1 Impacts for Proposed Alignment

32 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected,

unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

32.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire parcel

Construction/implementation

The owners of this parcel should not experience a loss of economic opportunity associated with the impacts from the construction of the Caliente Railroad

Operation/maintenance

The owners of this parcel should not experience a loss of economic opportunity associated with the impacts from the operation of the Caliente Railroad.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

32.2.2 Mitigation/Compensation for Proposed Alignment

32.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

32 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad.

32 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

32 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

32 2.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed

32.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

32.3.1 Impacts for Proposed Alignment

32 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely severely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

32 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways may significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel should not experience a loss of economic opportunity associated with the impacts from the construction of the Caliente Railroad

Operation/maintenance

The owners of this parcel should not experience a loss of economic opportunity associated with the impacts from the operation of the Caliente Railroad

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

32.3.2 Mitigation/Compensation for Proposed Alignment

32 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

32.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel Furthermore, not allowing shared use of the railroad could minimize the impact from the operation of the railroad

32 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

32 3 2.4 Reducing

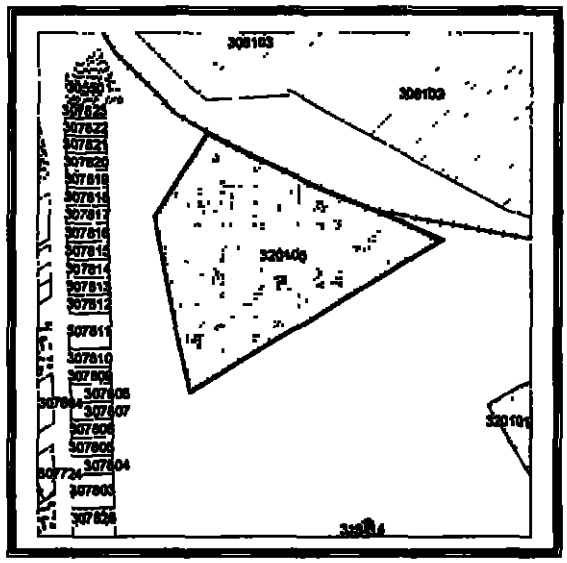
Reducing the impacts to this property is not possible if this rail alignment is selected.

32 3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. If the existing land use is deemed incompatible with the construction and operation of the railroad and no land use can be identified that is a reasonable substitution for the existing land use, the compensation will need to include the remainder of the property that cannot be developed.

33.0 PARCEL NUMBER 320105

Owner: Union Pacific
Land Use: Vacant/unknown



33.1 PARCEL DESCRIPTION

Parcel number 320105 is approximately 7 38 +/- acres in size According to Lincoln County's records, this parcel is currently vacant. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute *minimum width of the construction right-of-way. This* parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 33.1: Parcel Details

ACRES	LAND USE	COMMENTS
7 38+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

33.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

33.2.1 Impacts for Proposed Alignment

33 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they

state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The ability to develop this parcel may be disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. The ability to develop this parcel may be disturbed during the operation of the Caliente Railroad. More detailed information is needed regarding the precise alignment and the design of the railroad to assess impacts fully

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

33 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the value of the parcel will be impacted for at least that portion of the parcel that is taken out of possible development due to the right-of-way. The impacts to the entire parcel are not known at this time. This parcel is owned by a railroad company Therefore, the railroad's plans for the property may be enhanced by the construction of the railroad. More information is needed to analyze the impacts fully

Construction/implementation

Any additional right-of-ways acquired across this parcel during the construction phase will further impact the parcel's value for at least the portion of the parcel that is taken out of possible development due to the right-of-way.

Operation/maintenance

No additional impacts are anticipated during the operation and maintenance phase that were not previously identified during previous phases.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

33.2.2 Mitigation/Compensation for Proposed Alignment

33.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

33 2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

33 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

33 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

33 2 2 5 *Compensating*

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

33.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

33.3.1 Impacts for Proposed Alignment

33.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The ability to develop this parcel may be disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities The ability to develop this parcel may be disturbed during the operation of the

Caliente Railroad More detailed information is needed regarding the precise alignment and the design of the railroad to assess impacts fully

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

33 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the value of the parcel will be impacted for at least that portion of the parcel that is taken out of possible development due to the right-of-way The impacts to the entire parcel are not known at this time This parcel is owned by a railroad company Therefore, the railroad's plans for the property may be enhanced by the construction of the railroad. More information is needed to analyze the impacts fully

Construction/implementation

Any additional right-of-ways acquired across this parcel during the construction phase will further impact the parcel's value for at least the portion of the parcel that is taken out of possible development due to the right-of-way

Operation/maintenance

No additional impacts are anticipated during the operation and maintenance phase that were not previously identified during previous phases.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

33.3.2 Mitigation/Compensation for Proposed Alignment

33 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

33 3 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

33.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

33 3 2 4 Reducing

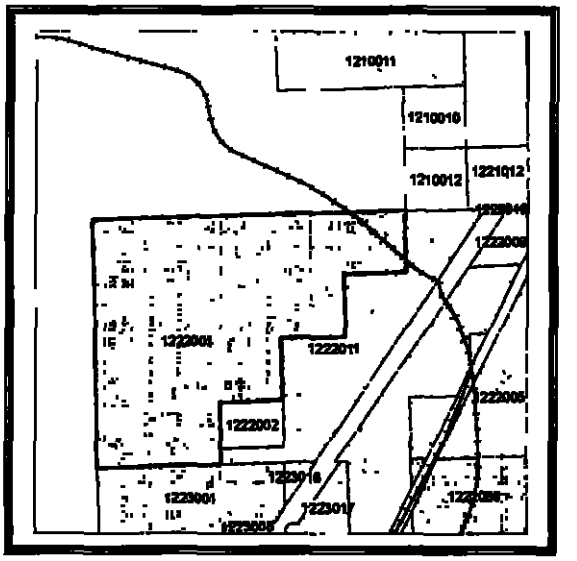
Reducing the impacts to this property is not possible if this rail alignment is selected.

33 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

34.0 PARCEL NUMBER 1222001

Owner: Bureau of Land Management
Land Use: Vacant/unknown



34.1 PARCEL DESCRIPTION

Parcel number 1222001 is approximately 100 acres in size. The property is currently vacant or the land use is unknown. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE has identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 34.1: Parcel Details

ACRES	LAND USE	COMMENTS
100	Vacant/unknown	Unable to verify parcel size. Records not available in Lincoln County Assessor's Office

34.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – COMMON SEGMENT

The common segment would begin at the end of the Caliente or Eccles alternative segment. Common segment 1 would trend generally west from Meadow Valley through the Chief Range (Bennett Pass) and across Dry Lake Valley and the North Pahroc Range Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

34.2.1 Impacts for Proposed Alignment

34.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they

state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses It is unlikely that the existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. The parcel lies outside of the operation right-of-way as identified by the DOE. However until more information is known about the precise location of the centerline and the detailed operational plan, impacts cannot be fully assessed.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

34.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may adversely impact a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel will not experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop this parcel.

Operation/maintenance

The owner of this parcel will not experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop this parcel.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

34.2.2 Mitigation/Compensation for Proposed Alignment

34 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

34 2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

34.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

34 2.2 4 Reducing

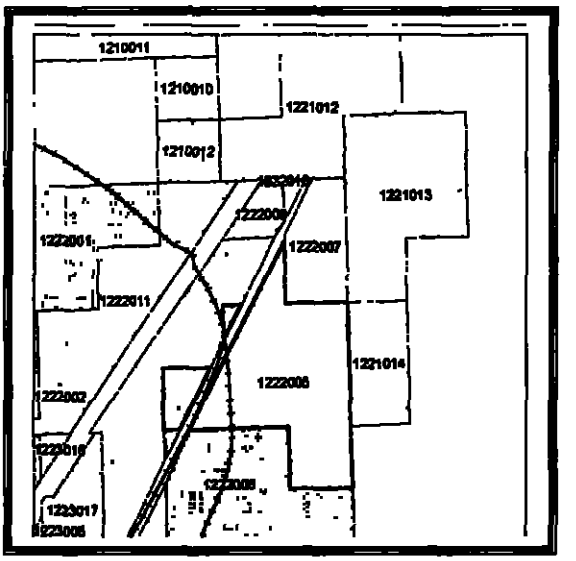
Reducing the impacts to this property is not possible if this rail alignment is selected

34.2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

35.0 PARCEL NUMBER 1222005

Owner: Marla Weaver
Land Use: Agricultural deferred



35.1 PARCEL DESCRIPTION

Parcel number 1222005 is approximately 238 32 +/- acres in size. The property is currently used as a farm and water rights exist for the property. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way. This parcel is also one of the few parcels impacted by either the Caliente or the Eccles Alternatives and the Common Segment.

Table 35.1: ***Parcel Details***

ACRES	LAND USE	COMMENTS
238 32+/-	Agricultural deferred (does not include federal leased land)	Parcel size verified April 2008 Lincoln County Assessor's Office

35.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

35.2.1 Impacts for Proposed Alignment

35.2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the

Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

35.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

35.2.2 Mitigation/Compensation for Proposed Alignment

35 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

35 2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

35 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

35.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

35 2.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

35.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

35.3.1 Impacts for Proposed Alignment

35 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

35.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

35.3.2 Mitigation/Compensation for Proposed Alignment

35.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

35 3 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

35 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

35.3.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

35 3 2.5 *Compensating*

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

35.4 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U S Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U S. Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

35.4.1 Impacts for Proposed Alignment

35 4.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

35 4 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

35.4.2 Mitigation/Compensation for Proposed Alignment

35 4 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

35.4.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

35 4.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

35.4 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

35 4.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

35.5 Proposed Railroad Alignment – Lincoln County Short Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U S Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U S. Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

35.5.1 Impacts for Proposed Alignment

35 5.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

35.5 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

35.5.2 Mitigation/Compensation for Proposed Alignment

35 5 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

35 5 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

35.5 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

35 5 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

35 5 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

35.6 Proposed Railroad Alignment – DOE Proposed Route – Common Segment

The common segment would begin at the end of the Caliente or Eccles alternative segment Common segment 1 would trend generally west from Meadow Valley through the Chief Range (Bennett Pass) and across Dry Lake Valley and the North Pahroc Range Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

35.6.1 Impacts for Proposed Alignment

35.6.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as

having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

35.6.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the

railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

35.6.2 Mitigation/Compensation for Proposed Alignment

35 6 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

35 6 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

35.6 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

35 6 2 4 Reducing

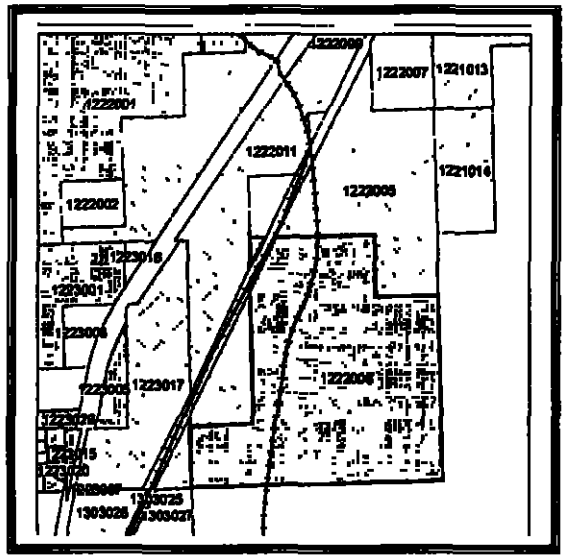
Reducing the impacts to this property is not possible if this rail alignment is selected

35.6 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

36.0 PARCEL NUMBER 1222006

Owner: Bureau of Land Management
Land Use: Vacant/unknown



36.1 PARCEL DESCRIPTION

Parcel number 1222006 is approximately 180 acres in size. The property is currently vacant or the land use is unknown. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 36.1: Parcel Details

ACRES	LAND USE	COMMENTS
180	Agricultural deferred (does not include federal leased land)	*Unable to verify parcel size* Records not available in Lincoln County Assessor's Office

36.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

36.2.1 Impacts for Proposed Alignment

36.2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let

alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

36.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

36.2.2 Mitigation/Compensation for Proposed Alignment

36 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

Avoiding the impacts to this property is not possible if this rail alignment is selected.

36 2 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

36 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

36.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

36 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

36.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

36.3.1 Impacts for Proposed Alignment

36 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

36 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

36.3.2 Mitigation/Compensation for Proposed Alignment

36.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

36.3.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

36 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

36 3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

36.3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

36.4 Proposed Railroad Alignment – DOE Proposed Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U S. Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

36.4.1 Impacts for Proposed Alignment

36 4.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

36 4 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

36.4.2 Mitigation/Compensation for Proposed Alignment

36.4.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

36 4 2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

36.4.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

36 4 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

36.4.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

36.5 Proposed Railroad Alignment – Lincoln County Short Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast. This alternative segment would then cross U S Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U.S Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

36.5.1 Impacts for Proposed Alignment

36 5 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

36 5.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

36.5.2 Mitigation/Compensation for Proposed Alignment

36.5.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

36 5 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

36.5.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

36 5.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

36 5 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

37.0 PARCELS 1222011, 1223017, AND 1303027

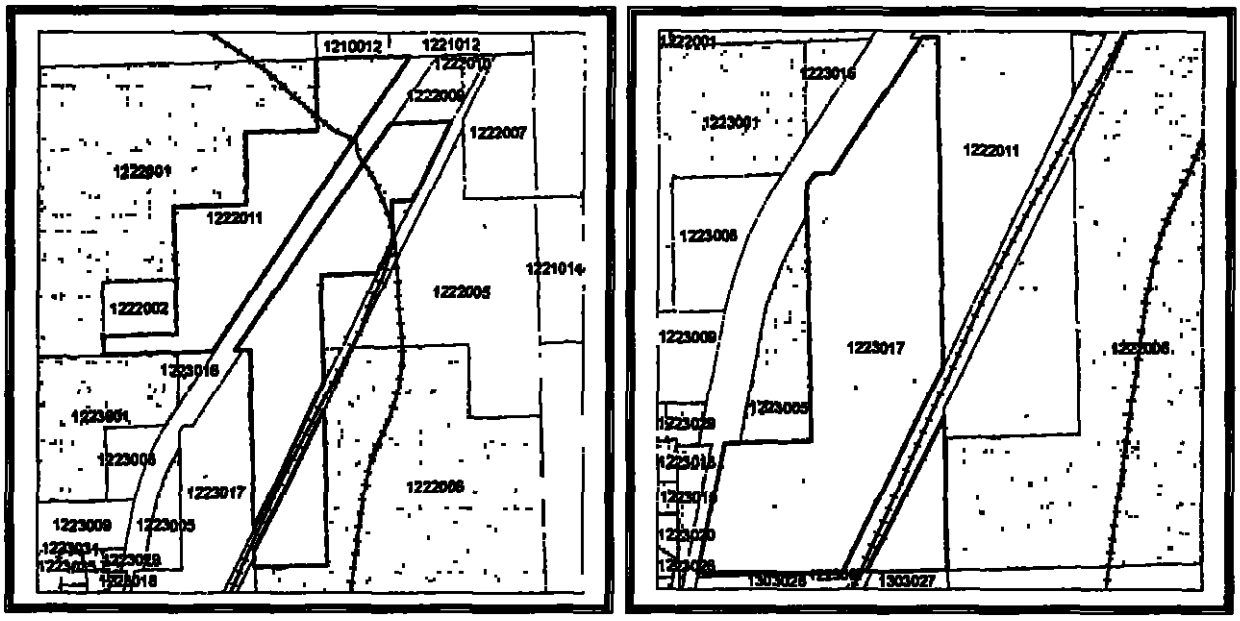
Owner: Raymond Thompson
Land Use: Agricultural deferred

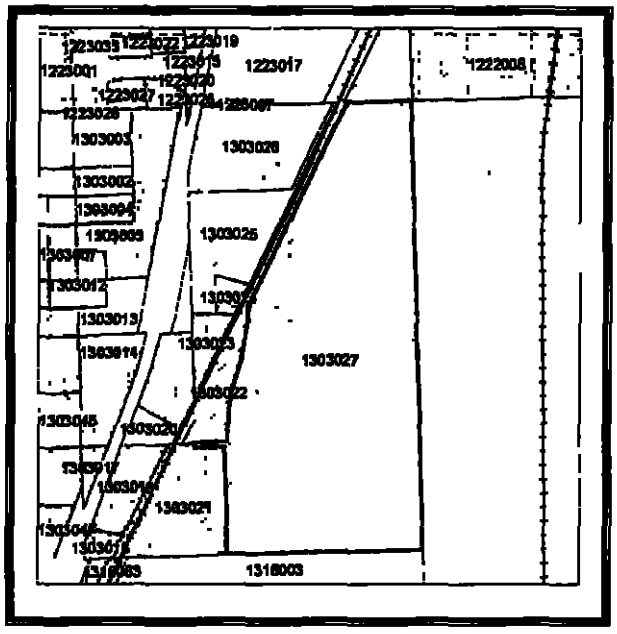
37.1 PARCEL DESCRIPTION

Parcels 1222011, 1223017, 1303027 total approximately 818 65 +/- acres in size According to Lincoln County's records, all of the parcels have a land use classification of agricultural deferred There are approximately 750 acre feet of certificated water rights associated with these properties Currently, 5 irrigation pivots, 11 wells, 3 homes, 1 horse barn and 1 maintenance shop exist on the property. The property is also the base of operation for two business enterprises in addition to the ranching, Raymond Thompson Trucking and the Lincoln County Record. Parcel 1222011 will be impacted by any alignment proposed by DOE or included in this report for detailed analysis

Table 37.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1222011	418 21+/-	Agricultural deferred	
1223017	169 28+/-	Agricultural deferred	
1303027	231 16+/-	Agricultural deferred	
TOTAL	**818.65+/-**	**Agricultural deferred**	Parcel sizes verified April 2008 Lincoln County Assessor's Office


1210012
1221012
1222010
1222004
1222007
1222001
1222011
1221014
1222005
1222002
1223016
1223001
1223004
1223017
1222006
1223009
1223005
1223031
1223028
1223018
1222001
1223016
1223001
1222011
1223004
1223009
1223017
1223006
1223005
1223029
1223015
1223019
1223020
1223026
1303028
1303027


1223003
1223022
1223019
1223015
1223001
1223017
1222008
1223020
1223027
1223028
1223007
1303003
1303028
1303002
1303004
1303009
1303025
1303007
1303012
1303013
1303014
1303023
1303027
1303022
1303045
1303020
1303017
1303016
1303021
1303046
1303015
1318003

37.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

37.2.1 Impacts for Proposed Alignment

37 2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact these parcels. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop these parcels will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop these parcels may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

37 2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

The uncertainty surrounding the possible plans to construct a railroad resulted in impacts on these parcels and property owner early in the planning process The inability to make long-term plans for the farming operation due to the possibility of the railroad caused serious financial impact Mr Thompson's aged father transferred ownership of this property to him in 2003. At that time, much of the ranch had gone out of production. Mr Thompson wanted to install new irrigation pivots to begin the process of bringing the ranch back into full production He felt the possibility of the Caliente Railroad being built posed too much risk to proceed with his plans at that time. In order for him to retain his water rights, he will need to prove beneficial use at some time in the future. The uncertainties of the Caliente Railroad may put these water rights at risk

Detailed planning/funding/impact assessment

There have already been adverse financial impacts Prospective buyers of the property have decided against the purchase due to the possibility of a railroad dissecting the ranch Further impacts will occur as right-of-ways are acquired. The existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways will significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways A large frontage along US Highway 93 would be cut off from the rest of the ranch if this alignment were selected

Construction/implementation

The owner of these parcels will experience a tremendous loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of these parcels will experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels. U S. Highway 93 dissects part of these properties, leaving an extensive frontage on both sides of the highway. Mr Thompson is concerned about the stigma associated with the transportation of spent nuclear fuel and high-level radioactive waste He feels this frontage property will be useless as development property due to these issues. Mr. Thompson is the second-generation owner of these properties. He has two young sons that he had hoped would continue ranching on the properties He is now very concerned for their future.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

37.2.2 Mitigation/Compensation for Proposed Alignment

37.2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

37.2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

37 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

37.2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

37 2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended The loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered as part of the compensation negotiations

37.3 Proposed Railroad Alignment – DOE Proposed Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U.S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U.S. Highway 93 and 11 miles south of Pioche. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

37.3.1 Impacts for Proposed Alignment

37.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping

campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of this parcel but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

37 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

The uncertainty surrounding the possible plans to construct a railroad resulted in impacts on this parcel and property owner early in the planning process The inability to make long-term plans for the farming operation due to the possibility of the railroad caused serious financial impact. Mr Thompson's aged father transferred ownership of this property to him in 2003 At that time, much of the ranch had gone out of production Mr Thompson wanted to install new irrigation pivots to begin the process of bringing the ranch back into full production. He felt the possibility of the Caliente Railroad being built posed too much risk to proceed with his plans at that time In order for him to retain his water rights, he will need to prove beneficial use at some time in the future The uncertainties of the Caliente Railroad may put these water rights at risk.

Detailed planning/funding/impact assessment

There have already been adverse financial impacts Prospective buyers of the property have decided against the purchase due to the possibility of a railroad dissecting the ranch. Further impacts will occur as right-of-ways are acquired The existing land uses and/or ability to develop this parcel will be irreversibly impacted. The acquisition of right-of-ways will significantly devalue a larger portion of the parcel than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel will experience a tremendous loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop this parcel.

Operation/maintenance

The owner of this parcel will experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop this parcel U.S. Highway 93 dissects this parcel, leaving an extensive frontage on both sides of the highway. Mr Thompson is concerned about the stigma associated with the transportation of spent nuclear fuel and high-level radioactive waste He feels this frontage property will be useless as development property due to these issues Mr Thompson is the second-generation owner of these properties. He has two young sons that he had hoped would continue ranching on the properties He is now very concerned for their future.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

37.3.2 Mitigation/Compensation for Proposed Alignment

37 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

37 3.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

37.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

37.3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

37 3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended The loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered as part of the compensation negotiations

37.4 Proposed Railroad Alignment – DOE Proposed Route – Common Segment

The common segment would begin at the end of the Caliente or Eccles alternative segment. Common segment 1 would trend generally west from Meadow Valley through the Chief Range (Bennett Pass) and across Dry Lake Valley and the North Pahroc Range. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

37.4.1 Impacts for Proposed Alignment

37.4.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the

ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of this parcel but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

37.4.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

The uncertainty surrounding the possible plans to construct a railroad resulted in impacts on this parcel and property owner early in the planning process The inability to make long-term plans for the farming operation due to the possibility of the railroad caused serious financial impact. Mr Thompson's aged father transferred ownership of this property to him in 2003 At that time, much of the ranch had gone out of production Mr. Thompson wanted to install new irrigation pivots to begin the process of bringing the ranch back into full production. He felt the possibility of the Caliente Railroad being built posed too much risk to proceed with his plans at that time In order for him to retain his water rights, he will need to prove beneficial use at some time in the future The uncertainties of the Caliente Railroad may put these water rights at risk.

Detailed planning/funding/impact assessment

There have already been adverse financial impacts Prospective buyers of the property have decided against the purchase due to the possibility of a railroad dissecting the ranch. Further impacts will occur as right-of-ways are acquired The existing land uses and/or ability to develop this parcel will be irreversibly impacted. The acquisition of right-of-ways will significantly devalue a larger portion of the parcel than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel will experience a tremendous loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop this parcel

Operation/maintenance

The owner of this parcel will experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop this parcel U S. Highway 93 dissects this parcel, leaving an extensive frontage on both sides of the highway Mr Thompson is concerned about the stigma associated with the transportation of spent nuclear fuel and high-level radioactive waste He feels this frontage property will be useless as development property due to these issues Mr. Thompson is the second-generation owner of these properties He has two young sons that he had hoped would continue ranching on the properties He is now very concerned for their future

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

37.4.2 Mitigation/Compensation for Proposed Alignment

37.4.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

37.4 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

37 4 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

37.4.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

37.4 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended. The loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered as part of the compensation negotiations.

37.5 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

37.5.1 Impacts for Proposed Alignment

37 5 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact these parcels. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within

this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop these parcels will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop these parcels may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

37.5.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

The uncertainty surrounding the possible plans to construct a railroad resulted in impacts on these parcels and property owner early in the planning process. The inability to make long-term plans for the farming operation due to the possibility of the railroad caused serious financial impact. Mr. Thompson's aged father transferred ownership of this property to him in 2003 At that time, much of the ranch had gone out of production Mr Thompson wanted to install new irrigation pivots to begin the process of bringing the ranch back into full production. He felt the possibility of the Caliente Railroad being built posed too much risk to proceed with his plans at that time In order for him to retain his water rights, he will need to prove beneficial use at some time in the future. The uncertainties of the Caliente Railroad may put these water rights at risk

Detailed planning/funding/impact assessment

There have already been adverse financial impacts. Prospective buyers of the property have decided against the purchase due to the possibility of a railroad dissecting the ranch Further impacts will occur as right-of-ways are acquired. The existing land uses and/or ability to develop these parcels will be irreversibly impacted. The acquisition of right-of-ways will significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways. A large frontage along US Highway 93 would be cut off from the rest of the ranch if this alignment were selected

Construction/implementation

The owner of these parcels will experience a tremendous loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of these parcels will experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels. U S. Highway 93 dissects part of these properties, leaving an extensive frontage on both sides of the highway Mr Thompson is concerned about the stigma associated with the transportation of spent nuclear fuel and high-level radioactive waste He feels this frontage property will be useless as development property due to these issues Mr. Thompson is the second-generation owner of these properties He has two young sons that he had hoped would continue ranching on the properties He is now very concerned for their future.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

37.5.2 Mitigation/Compensation for Proposed Alignment

37 5 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

37.5 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

37.5 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

37.5.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

37.5 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended The loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered as part of the compensation negotiations.

37.6 Proposed Railroad Alignment – Lincoln County Short Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast. This alternative segment would then cross U S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U S Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

37.6.1 Impacts for Proposed Alignment

37 6 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of this parcel but outside of the construction right-of-way and/or the ability to develop this parcel will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of this parcel but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

37 6 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

The uncertainty surrounding the possible plans to construct a railroad resulted in impacts on this parcel and property owner early in the planning process The inability to make long-term plans for the farming operation due to the possibility of the railroad caused serious financial impact. Mr Thompson's aged father transferred ownership of this property to him in 2003. At that time, much of the ranch had gone out of production. Mr Thompson wanted to install new irrigation pivots to begin the process of bringing the ranch back into full production. He felt the possibility of the Caliente Railroad being built posed too much risk to proceed with his plans at that time. In order for him to retain his water rights, he will need to prove beneficial use at some time in the future. The uncertainties of the Caliente Railroad may put these water rights at risk

Detailed planning/funding/impact assessment

There have already been adverse financial impacts Prospective buyers of the property have decided against the purchase due to the possibility of a railroad dissecting the ranch.

Further impacts will occur as right-of-ways are acquired The existing land uses and/or ability to develop this parcel will be irreversibly impacted The acquisition of right-of-ways will significantly devalue a larger portion of the parcel than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel will experience a tremendous loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop this parcel

Operation/maintenance

The owner of this parcel will experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop this parcel U.S Highway 93 dissects this parcel, leaving an extensive frontage on both sides of the highway. Mr Thompson is concerned about the stigma associated with the transportation of spent nuclear fuel and high-level radioactive waste He feels this frontage property will be useless as development property due to these issues Mr Thompson is the second-generation owner of these properties He has two young sons that he had hoped would continue ranching on the properties He is now very concerned for their future

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

37.6.2 Mitigation/Compensation for Proposed Alignment

37 6.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

37.6 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

37 6.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

37 6.2 4 Reducing

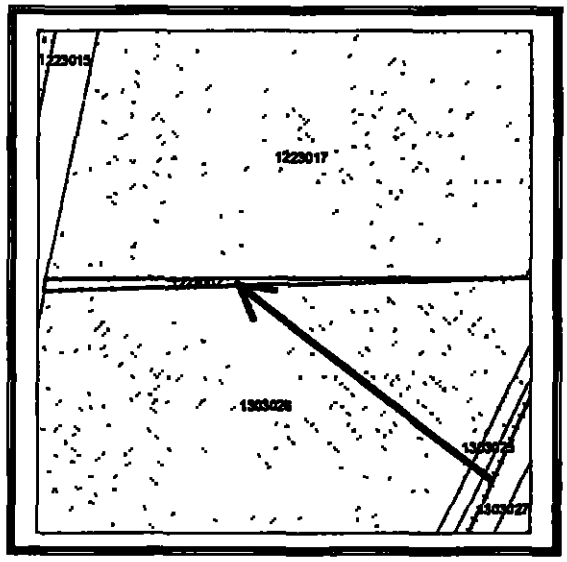
Reducing the impacts to this property is not possible if this rail alignment is selected.

37 6 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended. The loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered as part of the compensation negotiations

38.0 PARCELS 1223007, 1303025 AND 1303026

Owner: June Pete
Land Use: Agricultural deferred

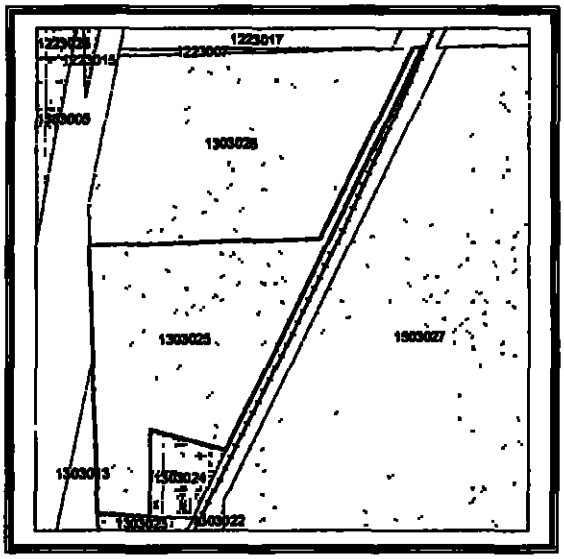


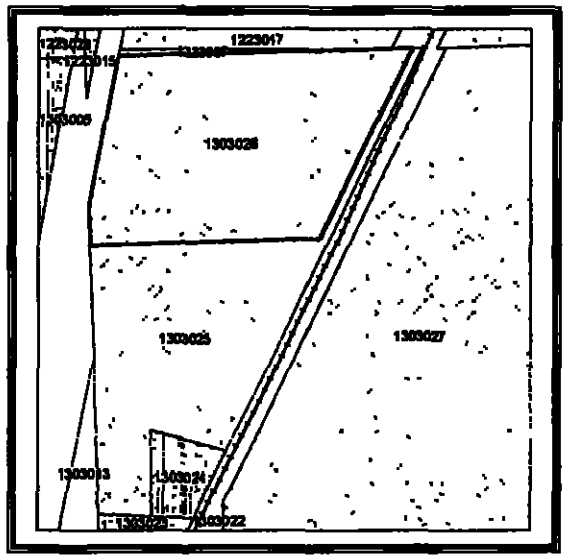
38.1 PARCEL DESCRIPTION

Parcels 1223007, 1303025 and 1303026 total approximately 61.16 +/- acres in size. The property is currently used as agricultural land. Water rights exist for the property. June Pete raises registered quarter horses, Suffolk sheep and milking goats.

Table 38.1: ***Parcel Details***

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1223007	0 66+/-	Agricultural deferred	
1303025	28 51+/-	Agricultural deferred	
1303026	31 99+/-	Agricultural deferred	
TOTAL	**61.16+/-**	**Agricultural deferred**	Parcel sizes verified April 2008 Lincoln County Assessor's Office





38.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

38.2.1 Impacts for Proposed Alignment

38 2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

38 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

38.2.2 Mitigation/Compensation for Proposed Alignment

38.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected June Pete would prefer the shipments were sent by truck to avoid the impacts the construction and operation of a railroad will cause

38.2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

38 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

38 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

38.2.2 5 Compensating

June Pete would prefer to avoid the impacts, as she would like to pass the farm on to her son. However, she would like to be compensated for lost value or lost property if such losses occur.

38.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

38.3.1 Impacts for Proposed Alignment

38.3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

38 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a decrease in property values due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a decrease in property values due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

38.3.2 Mitigation/Compensation for Proposed Alignment

38 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected June Pete would prefer the shipments were sent by truck to avoid the impacts the construction and operation of a railroad will cause.

38.3 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

38 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

38 3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

38.3.2.5 Compensating

June Pete would prefer to avoid the impacts, as she would like to pass the farm on to her son However, she would like to be compensated for lost value or lost property if such losses occur.

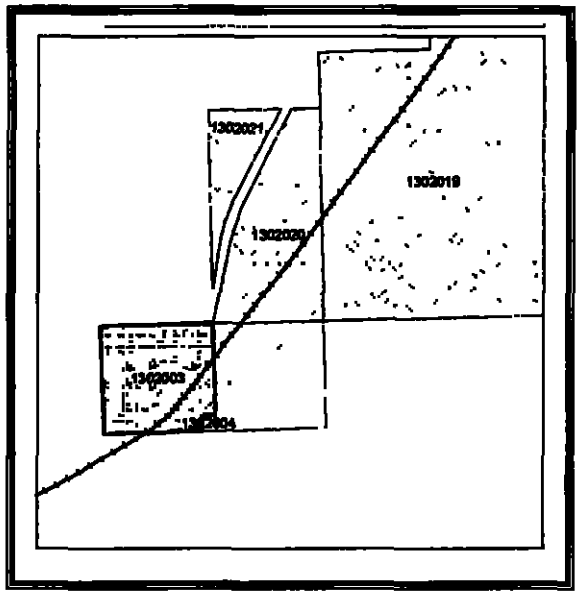
39.0 PARCELS 1302003, 1303014*

Owner: Charlotte Hotchkiss
Land Use: Vacant/unknown

39.1 PARCEL DESCRIPTION

Parcel number 1302003 is approximately 39 0 +/- acres in size with existing water rights Parcel number 1303065 is approximately 13 25 +/- acres in size According to Lincoln County's records, this parcel is currently vacant The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way

***1303014 is now listed as parcel number 1303065**



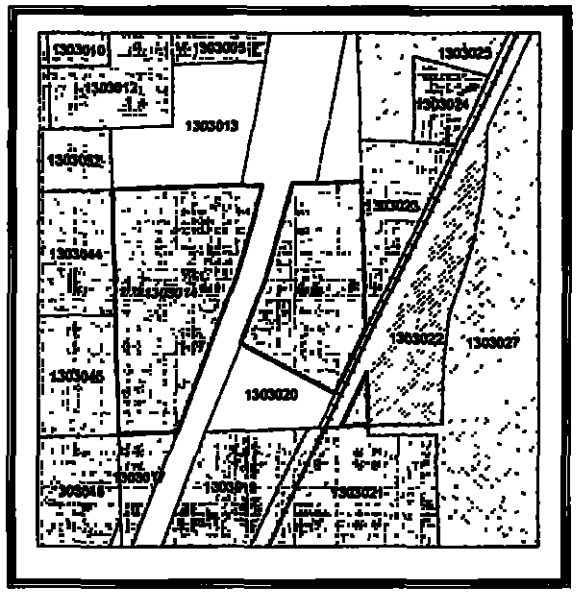


Table 39.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1302003	39 0+/-	Vacant/unknown	
1303065	13 25+/-	Vacant/unknown	
TOTAL	52 25+/-	Vacant/unknown	Parcel sizes verified April 2008 Lincoln County Assessor's Office

39.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

39.2.1 Impacts for Proposed Alignment

39 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

39 2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways.

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

39.2.2 Mitigation/Compensation for Proposed Alignment

39 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

39 2.2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

39 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

39 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

39 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

39.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

39.3.1 Impacts for Proposed Alignment

39 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as

having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing and/or planned portions of these parcels but outside of the construction right-of-way and/or the ability to develop this parcel may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing and/or planned portions of these parcels but outside of the operation right-of-way and/or the ability to develop this parcel may be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

39 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land uses and/or ability to develop these parcels will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue a larger portion of the parcels than just the width of the actual right-of-ways

Construction/implementation

The owner of this parcel may experience a loss of economic opportunity due to the impact of the construction of the Caliente Railroad on existing land uses and/or the ability to develop these parcels

Operation/maintenance

The owner of this parcel may experience a loss of economic opportunity due to the impact of the operation of the Caliente Railroad on existing land uses and/or the ability to develop these parcels.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the

railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

39.3.2 Mitigation/Compensation for Proposed Alignment

39 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

39 3 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

39 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

39 3.2 4 Reducing

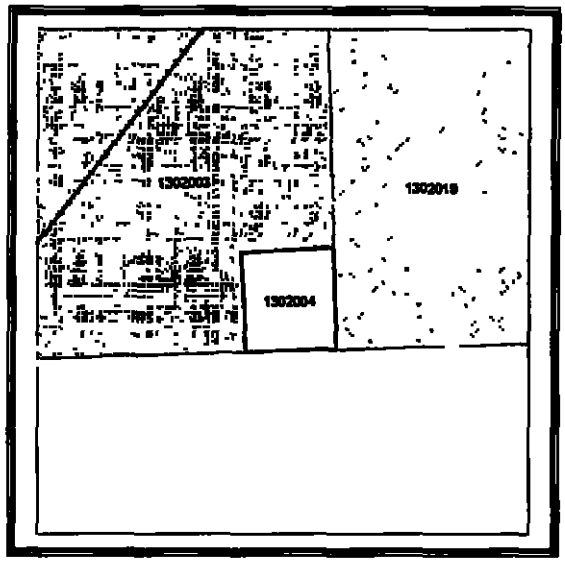
Reducing the impacts to this property is not possible if this rail alignment is selected.

39.3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

40.0 PARCEL NUMBER 1302004

Owner: Carol White
Land Use: Single-family residence



40.1 PARCEL DESCRIPTION

Parcel number 1302004 is approximately 1 0 +/- acres. Water rights exist for the property. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, we believe it is highly likely that all of the properties within this boundary will be seriously impacted during the construction and operation of the Caliente Railroad This parcel will be impacted by that width of a right-of-way

40.1 Parcel Details

ACRES	LAND USE	COMMENTS
1 0+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

40.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

40.2.1 Impacts for Proposed Alignment

40.2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

40.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

40.2.2 Mitigation/Compensation for Proposed Alignment

40 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

40.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

40 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

40 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

40.2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

40.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

40.3.1 Impacts for Proposed Alignment

40 3 1 1 *Taking of Private Property*

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase *This acquisition will likely impact this parcel. The DOE identified the general construction* right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

40.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

40.3.2 Mitigation/Compensation for Proposed Alignment

40 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

40.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

40 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

40.3.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

40 3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

41.0 PARCELS 1302005, 1302017, 1302019*, 1311006, 1318003, 1318004*

Owner: Tuffy Ranches *see notes below
Land Use: Agricultural deferred or unknown

41.1 PARCEL DESCRIPTIONS

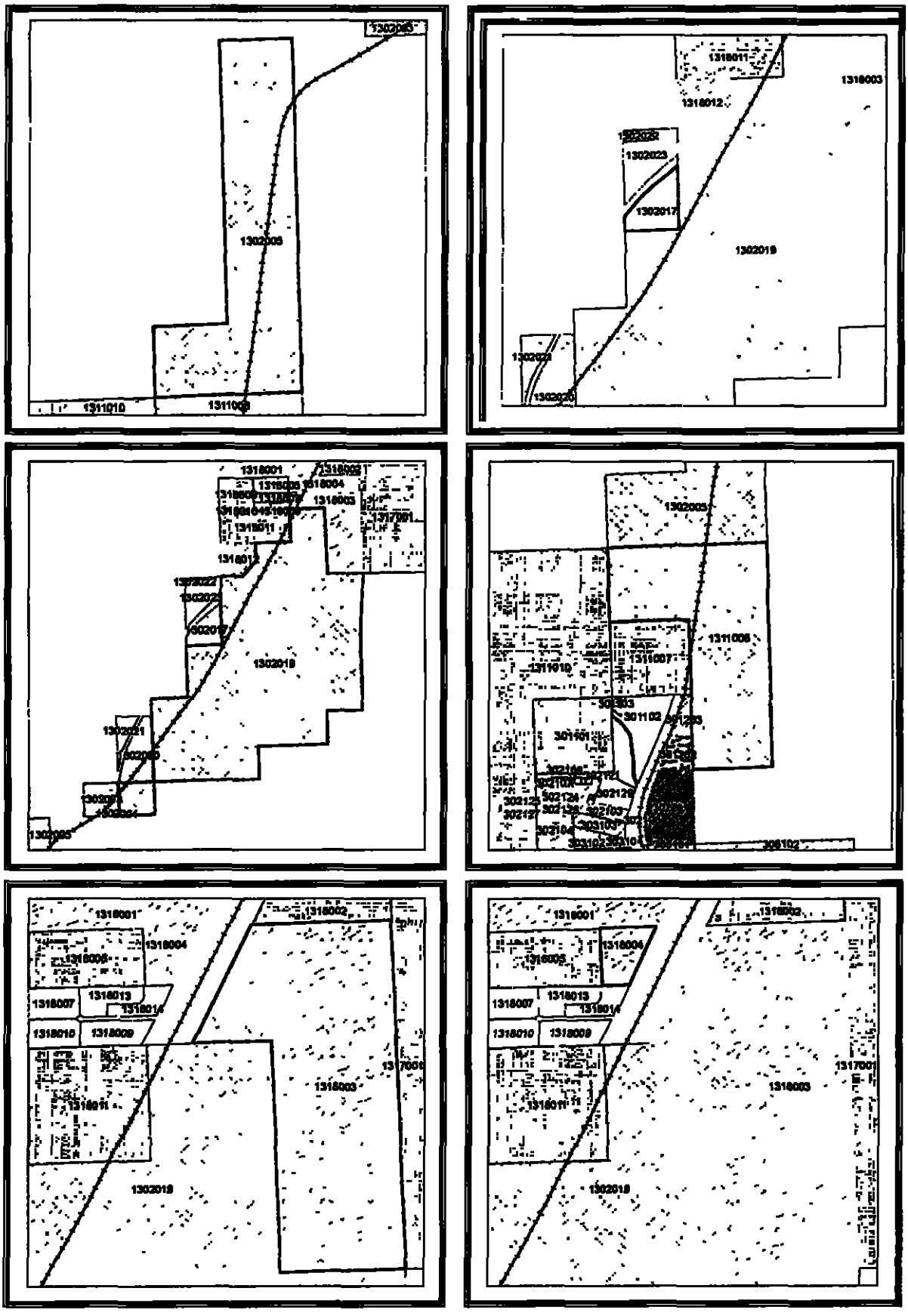
Parcels 1302005, 1302017, 1302019*, 1311006, 1318003 and 1318004* total approximately 1778.43 +/- acres in size and there are existing water rights According to Lincoln County's records, these parcels are currently classified as either agricultural deferred or the land use is unknown It is important to note that these parcels are part of a larger plan for significant development. Not only are the property values shown below only estimates, the estimates are based on the existing development of the parcels. The owner of these parcels has the resources to fully develop these parcels and maximize the economic benefit from the use and reselling of this property in smaller parcels

***1302019 split into three pieces: 1302020, 1302026, and 1302027**

***1318004 has different owner of record as does 1302027**

Table 41.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1302005	240+/-	Agricultural deferred	Tuffy Ranches
1302017	32 39+/-	Agricultural deferred	Tuffy Ranches
1302020	52 92+/-	Agricultural deferred	Tuffy Ranches
1302026	1048 25+/-	Agricultural deferred	Tuffy Ranches
1311006	160 08+/-	Agricultural deferred	Tuffy Ranches
1318003	138 9+/-	Agricultural deferred	Tuffy Ranches
1318004	5 19+/-	Unknown	Grocer's Equipment
1302027	100+/-	Unknown	Lorn Thompson
TOTAL	**1778.43+/-**	**Agricultural deferred/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office


1302005
1311010
1311009
1318011
1318012
1318003
1302022
1302023
1302017
1302019
1318001
1318002
1318004
1318005
1318006
1318007
1318013
1318014
1318010
1318009
1317001
1318011
1318012
1302021
1311008
1311007
1311010
301102
301101
302124
302125
302127
302104
302103
308102
1318003
1302019

41.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

41.2.1 Impacts for Proposed Alignment

41.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact these parcels. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad. Serious consideration will need to be given to the extent to which the right-of-way acquisitions adversely affect the remainder of the properties listed here and others owned by the same owner that were possibly intended to be part of one cohesive development

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and planned portions of these parcels but outside of the construction right-of-way will likely be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

Existing and planned portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

41.2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing and planned land uses will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire portfolio of properties owned by Tuffy Ranches. Furthermore, it is quite possible that even before right-of-ways are actually acquired, the owner of these parcels will experience loss of economic opportunity if funding for future development is restricted due to the DOE's intent to construct a railroad through these properties if this alignment is selected.

Construction/implementation

The owners of these parcels will experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses. The extent of this loss of economic opportunity is not yet known and is not limited only to the parcels listed in this report

Operation/maintenance

The owners of these parcels will continue to experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses. The extent of this loss of economic opportunity is not yet known and is not limited only to the parcels listed in this report

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

41.2.2 Mitigation/Compensation for Proposed Alignment

41.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

41 2.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

41.2.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

41.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

41.2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended. When determining fair compensation, the impact to parcels that were intended to be part of the same development but are not directly impacted must be considered. Furthermore, the loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered. Finally, the value of the parcels once they were developed as intended needs to be considered as part of the compensation agreement

41.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93. Impacts and

mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

41.3.1 Impacts for Proposed Alignment

41 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact these parcels The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad. Serious consideration will need to be given to the extent to which the right-of-way acquisitions adversely affect the remainder of the properties listed here and others owned by the same owner that were possibly intended to be part of one cohesive development.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and planned portions of these parcels but outside of the construction right-of-way will likely be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

Existing and planned portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

41.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing and planned land uses will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire portfolio of properties owned by Tuffy Ranches Furthermore, it is quite possible that even before right-of-ways are actually acquired, the owner of these parcels will experience loss of economic

opportunity if funding for future development is restricted due to the DOE's intent to construct a railroad through these properties if this alignment is selected

Construction/implementation

The owners of these parcels will experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses The extent of this loss of economic opportunity is not yet known and is not limited only to the parcels listed in this report

Operation/maintenance

The owners of these parcels will continue to experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses. The extent of this loss of economic opportunity is not yet known and is not limited only to the parcels listed in this report

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

41.3.2 Mitigation/Compensation for Proposed Alignment

41.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

41.3.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

41 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

41 3 2.4 Reducing

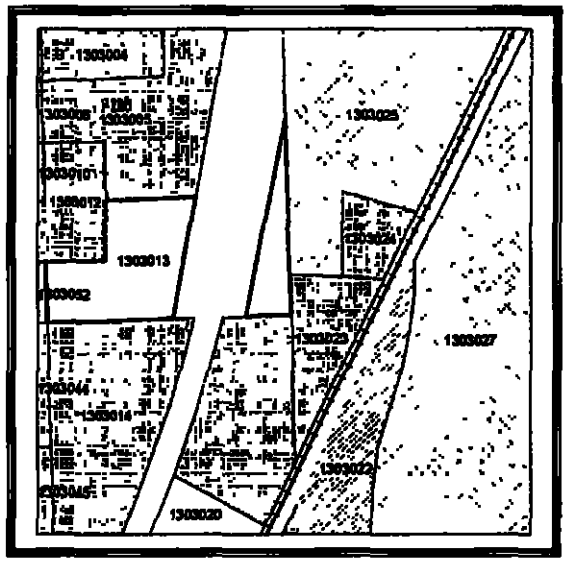
Reducing the impacts to this property is not possible if this rail alignment is selected

41 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended When determining fair compensation, the impact to parcels that were intended to be part of the same development but are not directly impacted must be considered. Furthermore, the loss of economic opportunity and costs incurred by the owner while awaiting fair compensation should be considered Finally, the value of the parcels once they were developed as intended needs to be considered as part of the compensation agreement.

42.0 PARCEL NUMBER 1303013*

Owner: Marvin Thornburth & Linda Haggard
Land Use: Single-family residence



42.1 PARCEL DESCRIPTION

Parcel number 1303013* is approximately 5 45 +/- acres in size The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, we believe it is highly likely that all of the properties within this boundary will be seriously impacted during the construction and operation of the Caliente Railroad. This parcel will be impacted by that width of a right-of-way.

***Parcel number changed to 1303063**

Table 42.1: Parcel Details

ACRES	LAND USE	COMMENTS
5.45+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

42.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

42.2.1 Impacts for Proposed Alignment

42 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction *right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about* 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

42.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

42.2.2 Mitigation/Compensation for Proposed Alignment

42.2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

42 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

42.2.2 3 Rectifying

42 2.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

42 2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

42.2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

42.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

42.3.1 Impacts for Proposed Alignment

42.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

42.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

42.3.2 Mitigation/Compensation for Proposed Alignment

42 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

42.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

42 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

42 3.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

42 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

43.0 PARCELS 1303018, 1303021, 1316002, 1316003 AND 1316063

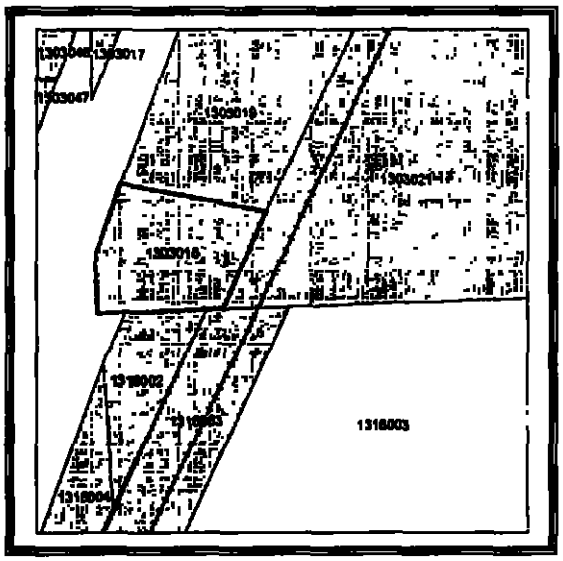
Owner: William McInnis Trust
Land Use: Single family residence and vacant/unknown

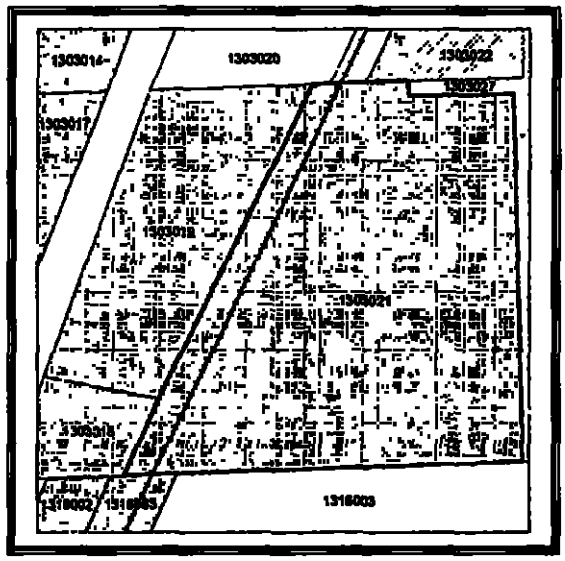
43.1 PARCEL DESCRIPTIONS

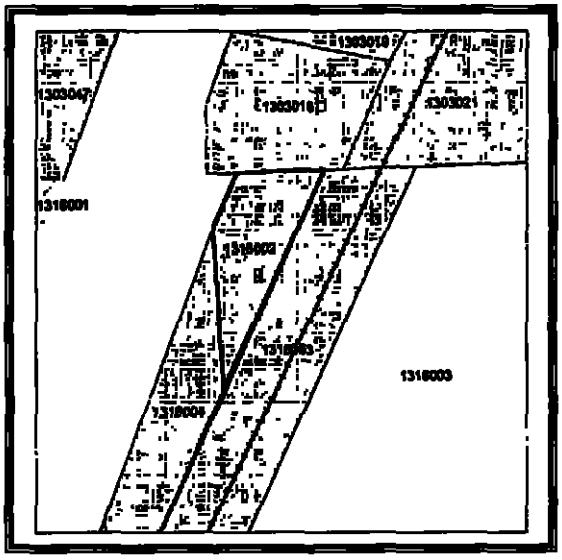
Parcels 1303018, 1303021, 1316002, 1316003 and 1316063 total approximately 153.09 +/- acres in size and there are existing water rights. According to Lincoln County's records, these parcels are currently classified as either agricultural deferred or the land use is unknown.

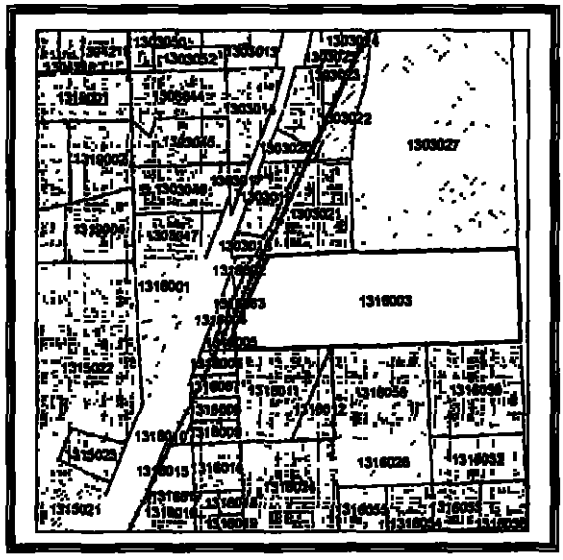
Table 43.1: Parcel Details

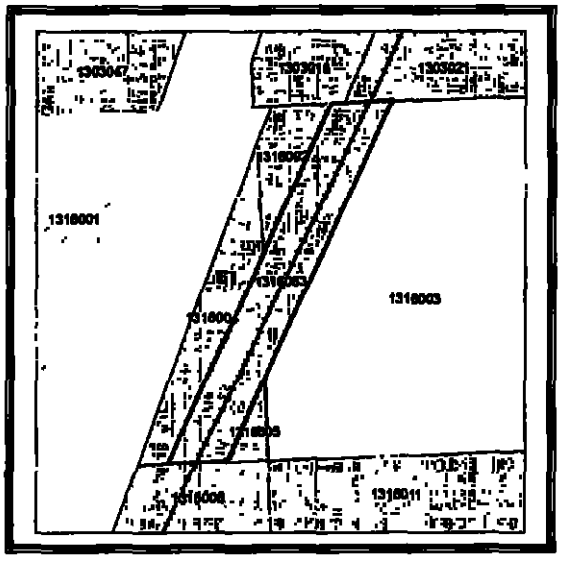
PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1303018	2 82+/-	Vacant/unknown	
1303021	28 85+/-	Vacant/unknown	
1316002	2.16+/-	Vacant/unknown	
1316003	115 6+/-	Single family residence	
1316063	3 66+/-	Vacant/unknown	
TOTAL	**153.09+/-**	**Single family residence/ vacant/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office


1303047
1303017
1303019
1303021
1303016
1316002
1316003
1316004


1303014
1303020
1303022
1303027
1303017
1303018
1303021
1316002
1316003


1303047
1303018
1303021
1316001
1316002
1316003
1316004


1303027
1316001
1316003


1303047
1303021
1316001
1316003
1316004
1316011

PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

43.1.2 Impacts for Proposed Alignment

43.1.2.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact these parcels The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad. Serious consideration will need to be given to the extent to which the right-of-way acquisitions adversely affect the remainder of the properties listed here

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and planned portions of these parcels but outside of the construction right-of-way will likely be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

Existing and planned portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

43 1 2.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing and planned land uses will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire portfolio of properties owned by William McGinnis Trust Furthermore, it is quite possible that even before right-of-ways are actually acquired, the owner of these parcels may experience loss of economic opportunity if funding for future development or activities associated with the property is restricted due to the DOE's intent to construct a railroad through these properties if this alignment is selected

Construction/implementation

The owners of these parcels will experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses. The extent of this loss of economic opportunity is not yet known.

Operation/maintenance

The owners of these parcels will continue to experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses The extent of this loss of economic opportunity is not yet known.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

43.1.3 Mitigation/Compensation for Proposed Alignment

43.1.3 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

43.1.3.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

43.1.3.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

43 1.3.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

43.1.3 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. When determining fair compensation, the loss of economic opportunity and costs incurred by the owner while awaiting fair compensation, if any, should be considered

43.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

43.2.1 Impacts for Proposed Alignment

43 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact these parcels The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad. Serious consideration will need to be given to the extent to which the right-of-way acquisitions adversely affect the remainder of the properties listed here.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing and planned portions of these parcels but outside of the construction right-of-way will likely be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

Existing and planned portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

43.2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing and planned land uses will be irreversibly impacted. The acquisition of right-of-ways may significantly devalue the entire portfolio of properties owned by William McGinnis Trust Furthermore, it is quite possible that even before right-of-ways are actually acquired, the owner of these parcels may experience loss of economic opportunity if funding for future development or activities associated with the property is restricted due to the DOE's intent to construct a railroad through these properties if this alignment is selected

Construction/implementation

The owners of these parcels will experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses. The extent of this loss of economic opportunity is not yet known.

Operation/maintenance

The owners of these parcels will continue to experience a significant loss of economic opportunity associated with the impacts to the existing and planned land uses The extent of this loss of economic opportunity is not yet known

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

43.2.2 Mitigation/Compensation for Proposed Alignment

43 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

43 2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

43.2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

43 2 2 4 Reducing

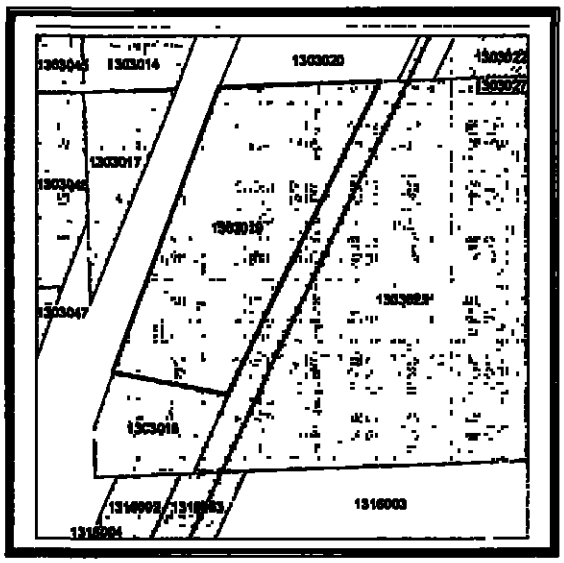
Reducing the impacts to this property is not possible if this rail alignment is selected

43 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. When determining fair compensation, the loss of economic opportunity and costs incurred by the owner while awaiting fair compensation, if any, should be considered.

44.0 PARCEL NUMBER 1303019

Owner: John McKenzie
Land Use: Single-family residence



44.1 PARCEL DESCRIPTION

Parcel number 1303019 is approximately 13.05 +/- acres in size. It is currently used as a single-family residence. A portion of this parcel is within the operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad, as having a nominal width of 300 meters, or about 1,000 feet.

Table 44.1: Parcel Details

ACRES	LAND USE	COMMENTS
13 05+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

44.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

44.2.1 Impacts for Proposed Alignment

44.2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. *This acquisition will likely impact this parcel. The DOE identified the general construction* right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

44 2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is possible that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Operation/maintenance

It is possible that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

44.2.2 Mitigation/Compensation for Proposed Alignment

44 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

44 2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

44.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

44.2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

44 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended Additionally, an analysis regarding the property value impact to the entire parcel should be conducted at the time the right-of-way is acquired

44.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

44.3.1 Impacts for Proposed Alignment

44.3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

44 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is possible

that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Operation/maintenance

It is possible that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

44.3.2 Mitigation/Compensation for Proposed Alignment

44 3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

44.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

44 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

44 3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

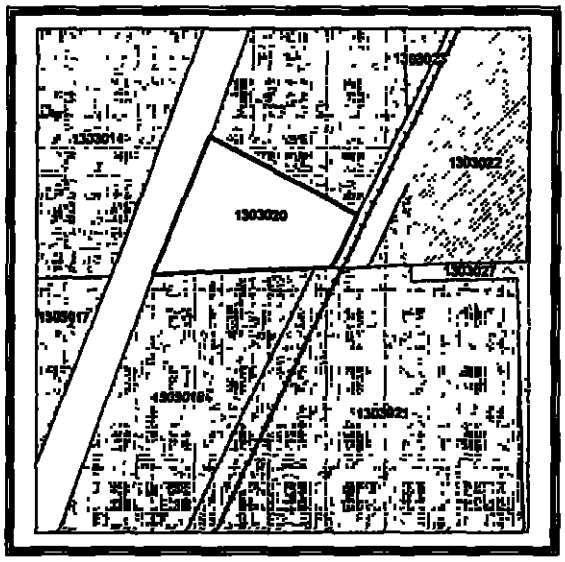
44.3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended. Additionally, an analysis regarding the property value impact to the entire parcel should be conducted at the time the right-of-way is acquired.

45.0 PARCEL NUMBER 1303020

Owner: James Coleman and Rubie Mosqueda

Land Use: *Single-family residence*



45.1 PARCEL DESCRIPTION

Parcel number 1303020 is approximately 4.53 +/- acres in size. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 45.1: Parcel Details

ACRES	LAND USE	COMMENTS
4 53+/-	Single family residence	*Parcel size verified April 2008* Lincoln County Assessor's Office

45.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

45.2.1 Impacts for Proposed Alignment

45.2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

45 2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

45.2.2 Mitigation/Compensation for Proposed Alignment

45 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

45 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

45.2.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

45.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

45.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

45.3.1 Impacts for Proposed Alignment

45 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are *no commitments, let alone guarantees. Therefore, it is possible that all of the properties* within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed *during the construction of the Caliente Railroad.*

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

45.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

45.3.2 Mitigation/Compensation for Proposed Alignment

45.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

45 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

45.3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

45 3 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

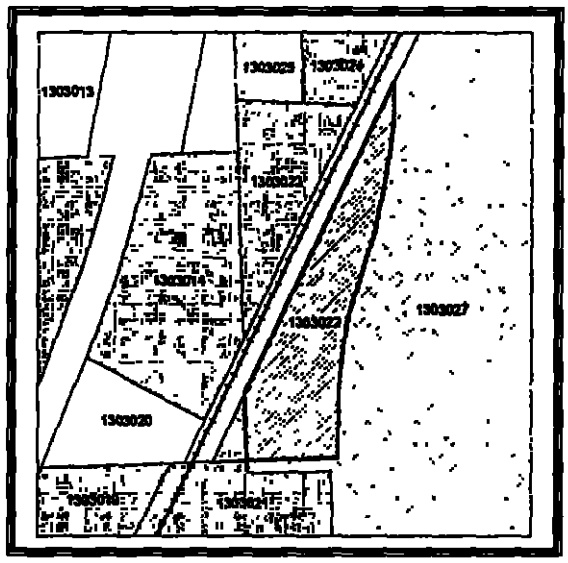
45.3.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

46.0 PARCEL NUMBER 1303022

Owner: James Ebert

Land Use: Minor improvements no usable structures



46.1 PARCEL DESCRIPTION

Parcel number 1303022 is approximately 10 +/- acres in size. A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 46.1: Parcel Details

ACRES	LAND USE	COMMENTS
10+/-	Minor improvements no usable structures	Parcel size verified April 2008 Lincoln County Assessor's Office

46.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

46.2.1 Impacts for Proposed Alignment

46 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

46.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

46.2.2 Mitigation/Compensation for Proposed Alignment

46.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

46 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

46.2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

46.2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

46 2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

46.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

46.3.1 Impacts for Proposed Alignment

46 3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

46.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

46.3.2 Mitigation/Compensation for Proposed Alignment

46.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

46.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

46 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

46 3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

46.3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

47.0 PARCELS 1303023*, 1318013 AND 1318014

Owner: Mark and Linda Holt *see note below

Land Use: Multiple single family units and vacant/unknown

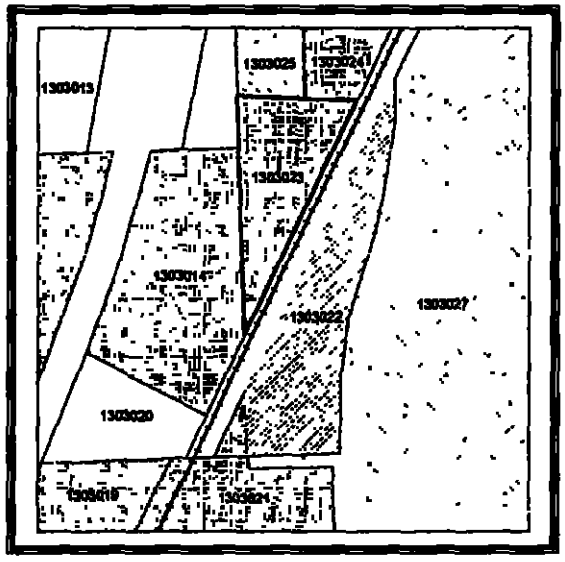
47.1 PARCEL DESCRIPTION

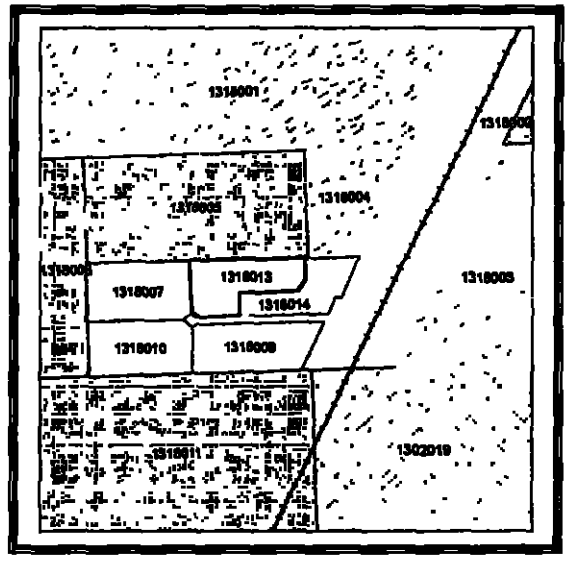
Parcels 1303023, 1318013 and 1318014 total approximately 12.4 +/- acres in size. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. One of these parcels will be impacted even using this very conservative estimate of the construction right-of-way. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet Each of these parcels is affected by this right-of-way.

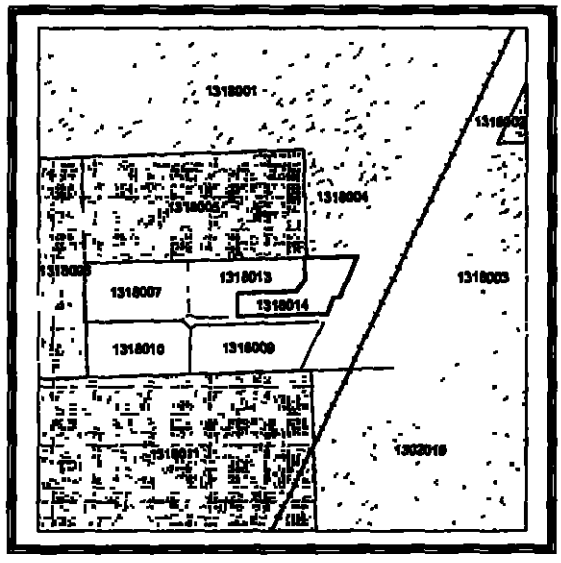
***1303023 has Shannon Paul listed as the owner**

Table 47.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1303023	6 02+/-	Vacant/unknown	
1318013	3 88+/-	Two single family units	
1318014	2 5+/-	Two single family units	
TOTAL	**12.4+/-**	**Single family residences/ vacant/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office


1303013
1303025
1303024
1303023
1303014
1303022
1303027
1303020
1303019
1303021


1318001
1318002
1318004
1318005
1318007
1318013
1318014
1318010
1318009
1318011
1302019


1318001
1318002
1318004
1318005
1318007
1318013
1318014
1318010
1318009
1318011
1302019

47.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

47.2.1 Impacts for Proposed Alignment

47.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

47 2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

47.2.2 Mitigation/Compensation for Proposed Alignment

47 2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

47.2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

47 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

47 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

47.2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

47.3 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

47.3.1 Impacts for Proposed Alignment

47.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

47.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

47.3.2 Mitigation/Compensation for Proposed Alignment

47 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

47.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

47 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

47.3 2 4 Reducing

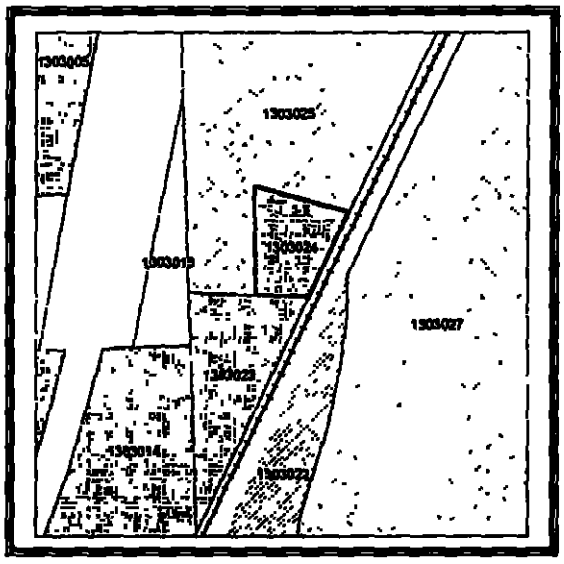
Reducing the impacts to this property is not possible if this rail alignment is selected

47 3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended.

48.0 PARCEL NUMBER 1303024

Owner: Lamond R. Mills and Associates
Land Use: Vacant/unknown



48.1 PARCEL DESCRIPTION

Parcel number 1303024 is approximately 5.8 +/- acres in size. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 48.1: Parcel Details

ACRES	LAND USE	COMMENTS
5 8+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

48.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

48.2.1 Impacts for Proposed Alignment

48.2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing

portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

48.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

48.2.2 Mitigation/Compensation for Proposed Alignment

48.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

48.2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

48.2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

48 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

48 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

48.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

48.3.1 Impacts for Proposed Alignment

48 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

48.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

48.3.2 Mitigation/Compensation for Proposed Alignment

48 3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

48.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

48 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

48.3.2 4 Reducing

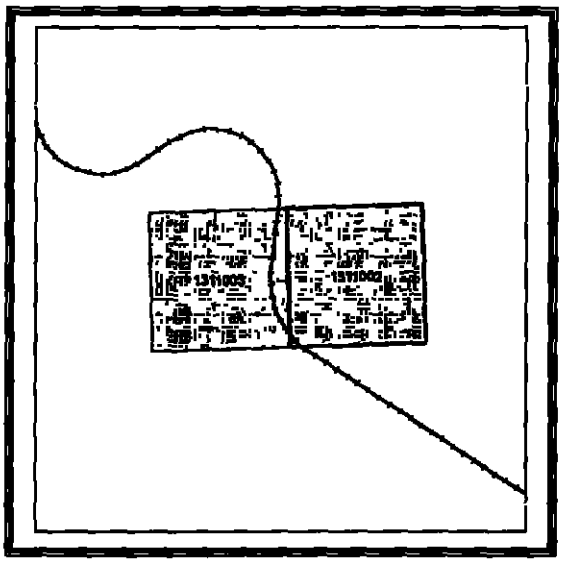
Reducing the impacts to this property is not possible if this rail alignment is selected.

48.3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

49.0 PARCEL NUMBER 1311002

Owner: Stephen Sendlein
Land Use: Vacant/unknown



49.1 PARCEL DESCRIPTION

Parcel number 1311002 is approximately 39.03 +/- acres in size. The property is currently vacant or the existing land use is unknown. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 49.1: Parcel Details

ACRES	LAND USE	COMMENTS
39 03+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

49.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast. This alternative segment would then cross U.S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0.6 miles northwest of U.S. Highway 93 and 11 miles south of Pioche. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

49.2.1 Impacts for Proposed Alignment

49 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

49.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

49.2.2 Mitigation/Compensation for Proposed Alignment

49 2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

49.2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

49.2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

49.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

49 2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

49.3 Proposed Railroad Alignment – Lincoln County Short Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U.S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0 6 miles northwest of U.S. Highway 93 and 11 miles south of Pioche Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

49.3.1 Impacts for Proposed Alignment

49.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

49.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

49.3.2 Mitigation/Compensation for Proposed Alignment

49.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

49.3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

49.3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

49 3.2.4 Reducing

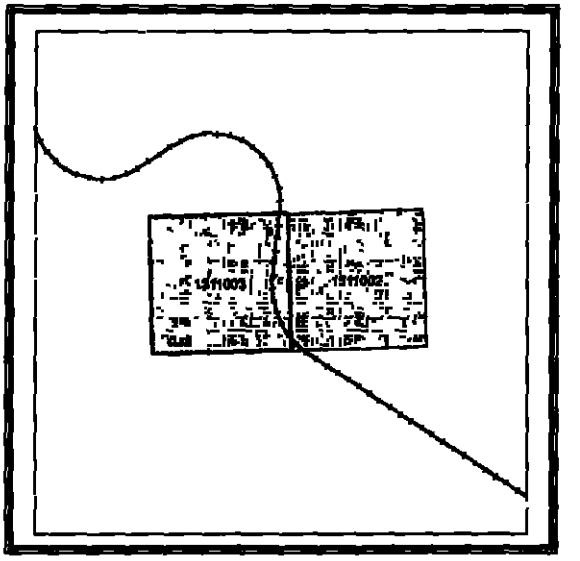
Reducing the impacts to this property is not possible if this rail alignment is selected.

49 3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

50.0 PARCEL NUMBER 1311003

Owner: USA
Land Use: Vacant/unknown



50.1 PARCEL DESCRIPTION

Parcel number 1311003 is approximately 40 acres in size The property is currently vacant or the existing land use is unknown. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 50.1: Parcel Details

ACRES	LAND USE	COMMENTS
40	Vacant/unknown	Unable to verify parcel size Information not available in Lincoln County Assessor's Office

50.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast. This alternative segment would then cross U.S. Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0.6 miles northwest of U.S. Highway 93 and 11 miles south of Pioche. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

50.2.1 Impacts for Proposed Alignment

50 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

50 2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

50.2.2 Mitigation/Compensation for Proposed Alignment

50.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

50.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

50 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

50 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

50 2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

50.3 Proposed Railroad Alignment – Lincoln County Short Route – Eccles Alternative

The Eccles alternative segment would begin along Clover Creek about five miles east of Caliente and trend generally north to enter Meadow Valley from the southeast This alternative segment would then cross U.S Highway 93 about three miles southwest of Panaca and connect to Caliente common segment 0.6 miles northwest of U S Highway 93 and 11 miles south of Pioche. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

50.3.1 Impacts for Proposed Alignment

50.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

50 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

50.3.2 Mitigation/Compensation for Proposed Alignment

50 3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

50 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

50.3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

50.3 2.4 Reducing

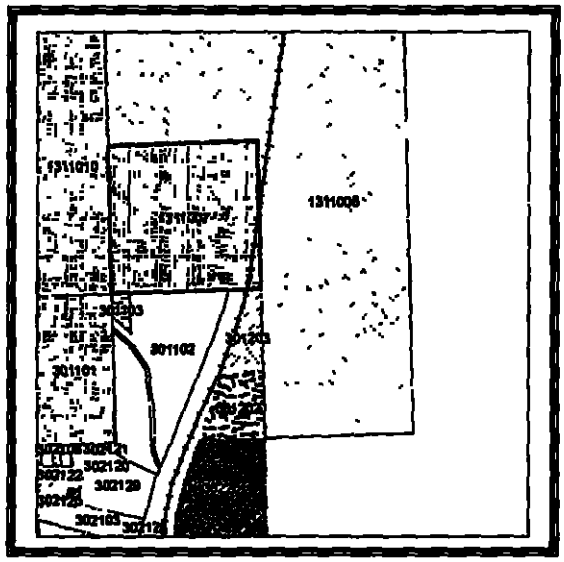
Reducing the impacts to this property is not possible if this rail alignment is selected.

50.3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

51.0 PARCEL NUMBER 1311007

Owner: Mackie Family Trust
Land Use: Vacant/unknown



51.1 PARCEL DESCRIPTION

Parcel number 1311007 is approximately 40 +/- acres in size. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 51.1: Parcel Details

ACRES	LAND USE	COMMENTS
40+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

51.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93.

51.2.1 Impacts for Proposed Alignment

51 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing

portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

51.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

51.2.2 Mitigation/Compensation for Proposed Alignment

51.2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

51 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

51 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

51 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

51 2 2 5 *Compensating*

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

51.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

51.3.1 Impacts for Proposed Alignment

51.3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

51.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

51.3.2 Mitigation/Compensation for Proposed Alignment

51.3 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

51.3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

51 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

51.3.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

51.3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

52.0 PARCELS 1315013, 1315014, 1316016, AND 1316060

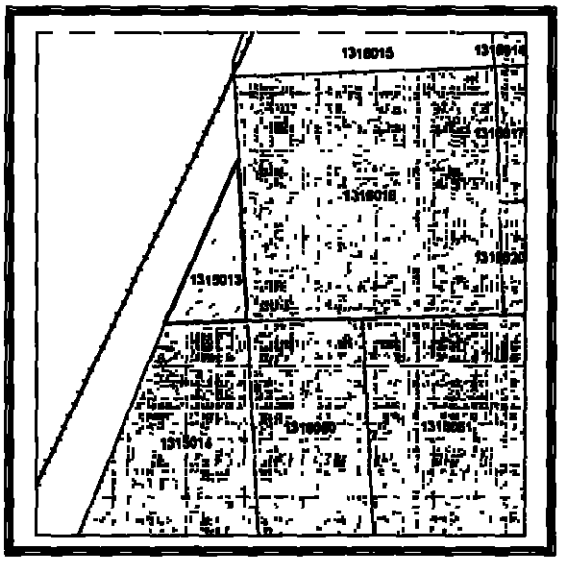
Owner: Gary Carrigan Trust
Land Use: Vacant/unknown

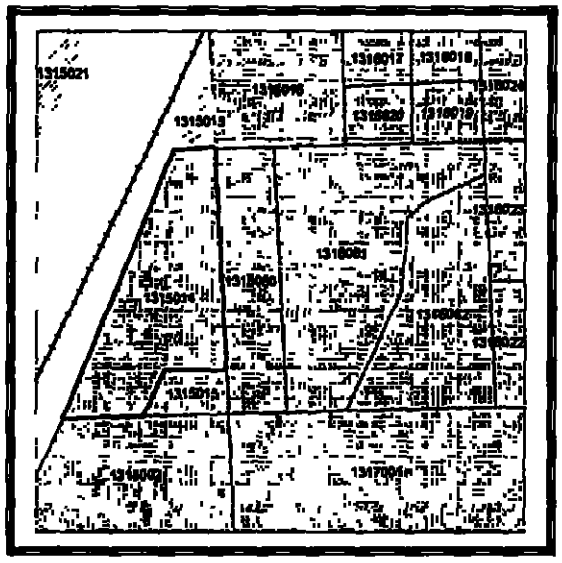
52.1 PARCEL DESCRIPTION

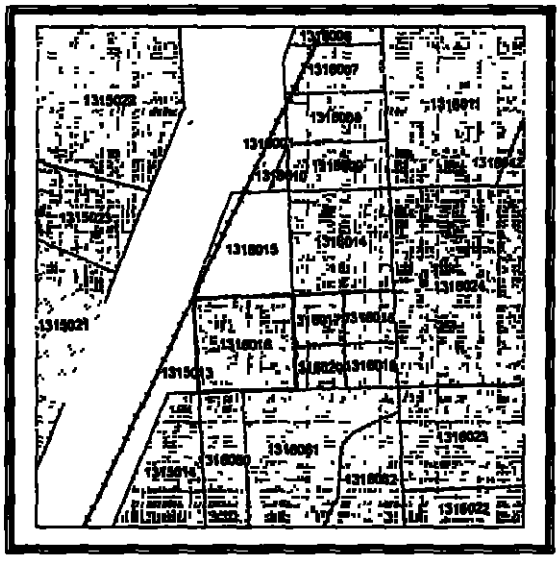
Parcels 1315013, 1315014, 1316016 and 1316060 total approximately 42 +/- acres in size and there are existing water rights According to Lincoln County's records, these parcels are currently vacant or the land use is unknown

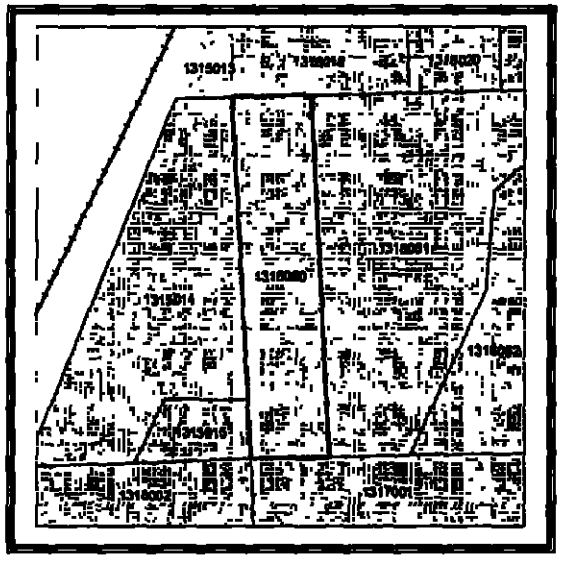
Table 52.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1315013	3.71+/-	Unknown	
1315014	19 28+/-	Vacant/unknown	
1316016	9 88+/-	Vacant/unknown	
1316060	9 13+/-	Vacant/unknown	
TOTAL	**42+/-**	**Vacant/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office









52.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

52.2.1 Impacts for Proposed Alignment

52 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact these parcels The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of these parcels but outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

52.2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel

Construction/implementation

The owners of these parcels will experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of these parcels will continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

52.2.2 Mitigation/Compensation for Proposed Alignment

52.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

52.2.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

52 2.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

52 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

52.2.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

52.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93. Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills.

52.3.1 Impacts for Proposed Alignment

52 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact these parcels The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-

of-way, where practicable in areas with private land The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally. It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of these parcels but outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of these parcels but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

52 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of these parcels will experience a loss of economic opportunity associated with the impacts to the existing land use.

Operation/maintenance

The owners of these parcels will continue to experience a loss of economic opportunity associated with the impacts to the existing land use

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

52.3.2 Mitigation/Compensation for Proposed Alignment

52 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

52.3 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

52 3.2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

52.3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

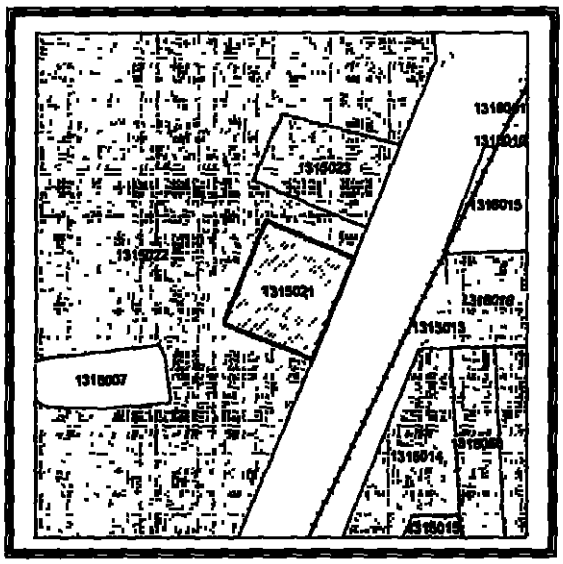
52 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

53.0 PARCEL NUMBER 1315021

Owner: Nelson and Willis Watts, et al

Land Use: Minor improvements no usable structures



53.1 PARCEL DESCRIPTION

Parcel number 1315021 is approximately 10 +/- acres in size with existing water rights. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 53.1: Parcel Details

ACRES	LAND USE	COMMENTS
10+/-	Minor improvements no usable structures	Parcel size verified April 2008 Lincoln County Assessor's Office

53.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

53.2.1 Impacts for Proposed Alignment

53 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

53.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

53.2.2 Mitigation/Compensation for Proposed Alignment

53 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

53.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

53 2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

53.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

53.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

53.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

53.3.1 Impacts for Proposed Alignment

53.3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

53 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

53.3.2 Mitigation/Compensation for Proposed Alignment

53 3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

53 3.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

53 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

53.3 2.4 Reducing

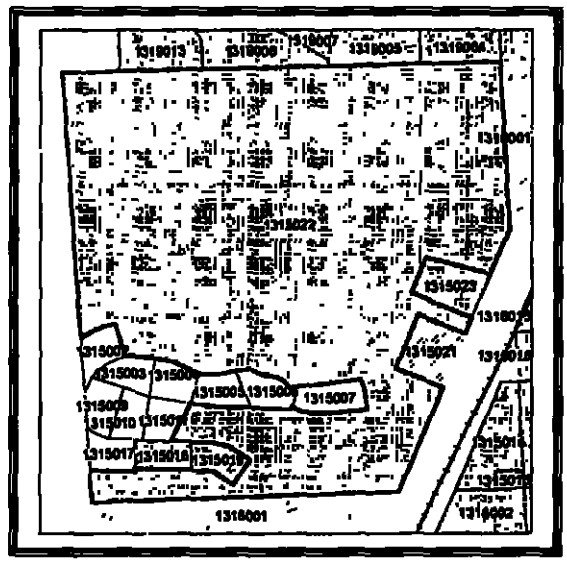
Reducing the impacts to this property is not possible if this rail alignment is selected

53 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

54.0 PARCEL NUMBER 1315022*

Owner: multiple, see note below
Land Use: Vacant/unknown



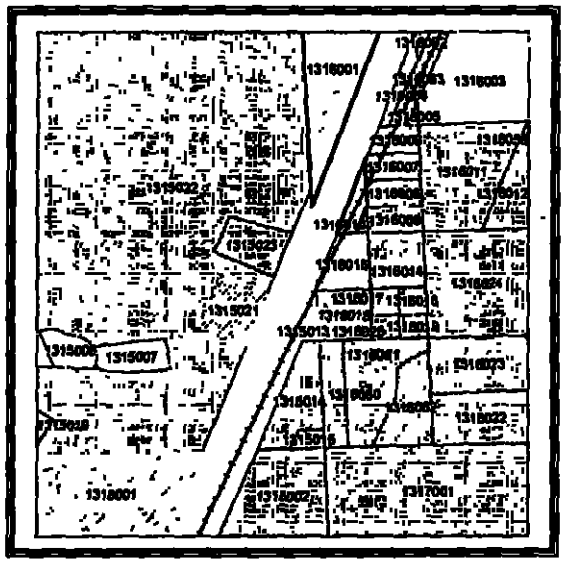
54.1 PARCEL DESCRIPTION

Sufficient information regarding this parcel was not available. However a portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet. According to Lincoln County records, no such parcel exists. Therefore, we have not discussed the potential impacts until we can research this parcel further

***Parcel has been split into multiple pieces and has various owners as of April 2008.**

55.0 PARCEL NUMBER 1316001

Owner: Joer Properties, LLC
Land Use: Vacant/unknown



55.1 PARCEL DESCRIPTION

Parcel number 1316001 is approximately 23 57 +/- acres in size. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way.

Table 55.1: Parcel Details

ACRES	LAND USE	COMMENTS
23.57+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

55.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

55.2.1 Impacts for Proposed Alignment

55.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing

portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

55.2 1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

55.2.2 Mitigation/Compensation for Proposed Alignment

55.2.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

55.2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

55.2 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

55.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

55 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

55.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

55.3.1 Impacts for Proposed Alignment

55 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet: While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

55 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

55.3.2 Mitigation/Compensation for Proposed Alignment

55.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

55.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

55.3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

55.3.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

55.3 2 5 Compensating

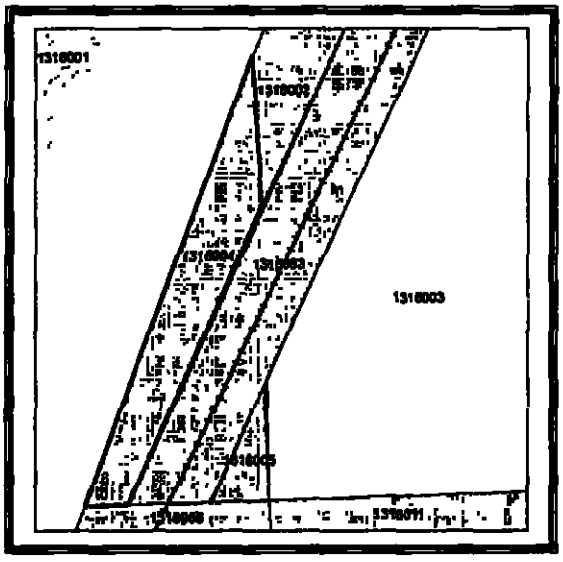
No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

56.0 PARCELS 1316004 AND 1316005

Owner: Major and Victoria Mastin
Land Use: Vacant/unknown

56.1 PARCEL DESCRIPTION

Parcels 1316004 and 1316005 total approximately 1.73 +/- acres in size. A portion of each parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet.



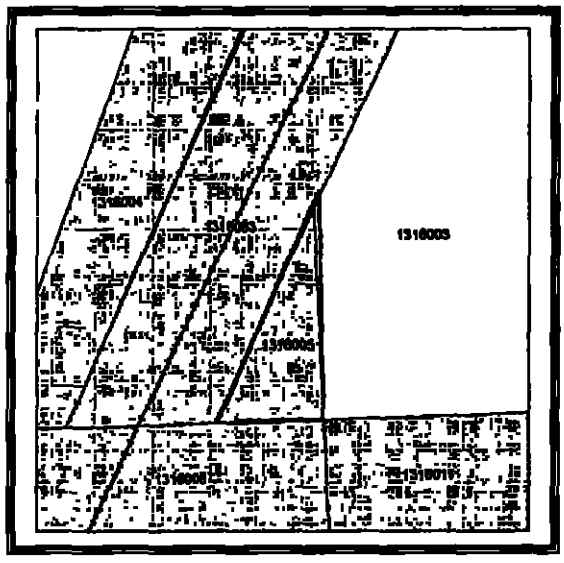


Table 56.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1316004	1 33+/-	Vacant/unknown	
1316005	0 40+/-	Vacant/unknown	
TOTAL	**1.73+/-**	**Vacant/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office

56.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

56.2.1 Impacts for Proposed Alignment

56.2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

56.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

56.2.2 Mitigation/Compensation for Proposed Alignment

56 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

56 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

56 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

56 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

56.2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

56.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

56.3.1 Impacts for Proposed Alignment

56 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase

that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

56 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

56.3.2 Mitigation/Compensation for Proposed Alignment

56 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

56.3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

56 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

56 3 2 4 Reducing

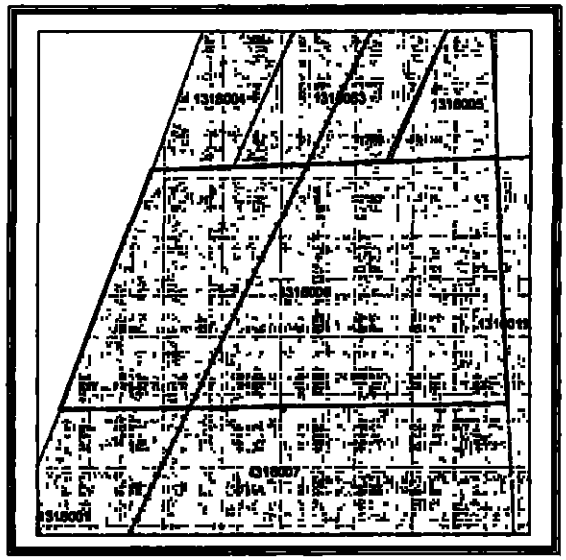
Reducing the impacts to this property is not possible if this rail alignment is selected

56 3 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

57.0 PARCEL NUMBER 1316006

Owner: MSA Ltd.
Land Use: Vacant/unknown



57.1 PARCEL DESCRIPTION

Parcel number 1316006 is approximately 1 82 +/- acres in size The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 57.1: Parcel Details

ACRES	LAND USE	COMMENTS
1 82+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

57.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

57.2.1 Impacts for Proposed Alignment

57.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing

portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

57 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

57.2.2 Mitigation/Compensation for Proposed Alignment

57.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

57.2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

57.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

57.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

57 2.2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

57.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

57.3.1 Impacts for Proposed Alignment

57 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

57 3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

57.3.2 Mitigation/Compensation for Proposed Alignment

57 3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

57 3 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

57 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

57 3.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

57 3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

58.0 PARCELS 1316007, 1316008, 1316009 AND 1316010

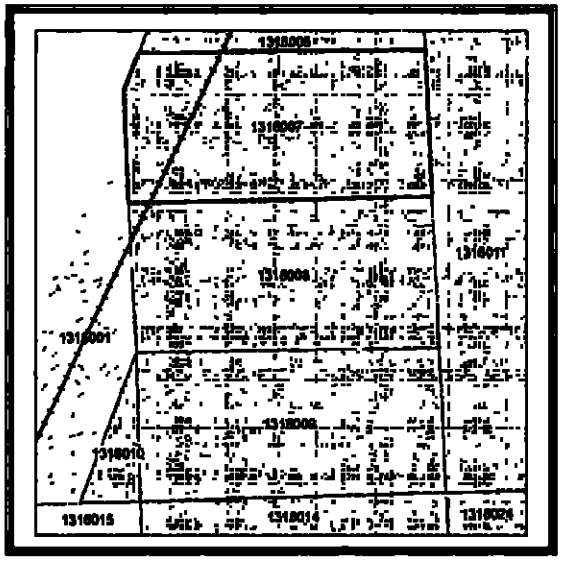
Owner: Yarg, LLC
Land Use: Vacant/unknown

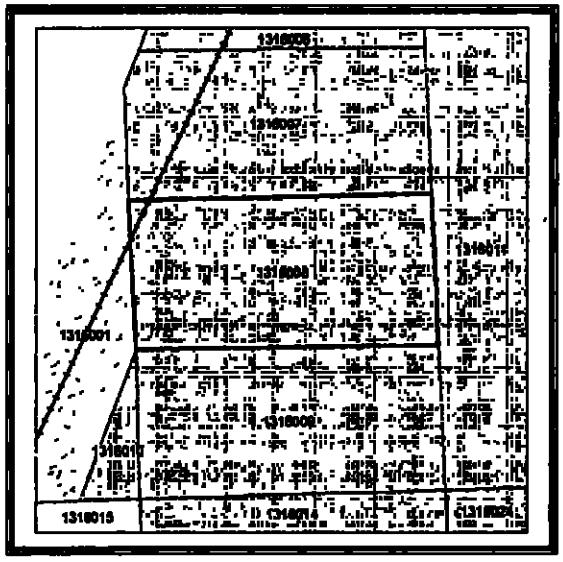
58.1 PARCEL DESCRIPTION

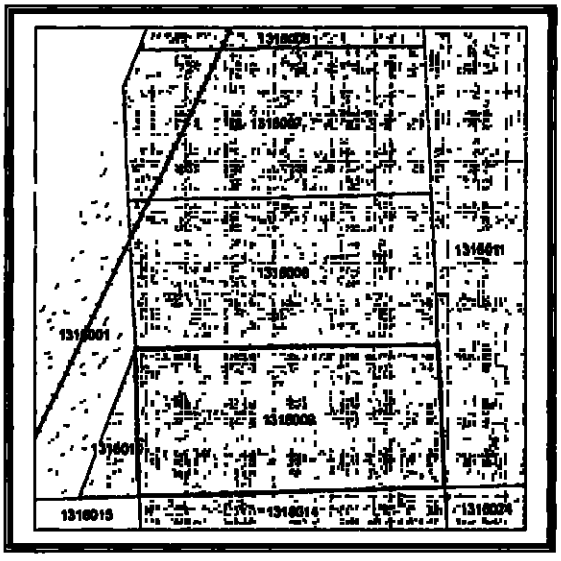
Parcels 1316007, 1316008, 1316009 and 1316010 total approximately 11 41 +/- acres in size. According to Lincoln County's records, the land use of these parcels is currently classified as vacant or unknown

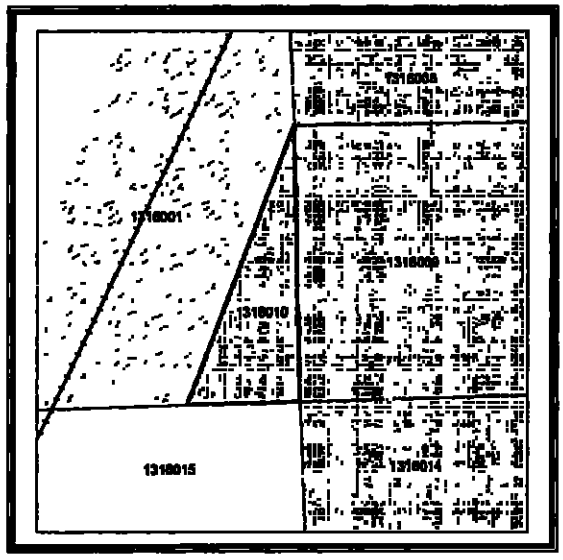
Table 58.1: Parcel Details

PARCEL NUMBER	ACRES	LAND USE	COMMENTS
1316007	2 38+/-	Vacant/unknown	
1316008	4 38+/-	Vacant/unknown	
1316009	4 09+/-	Vacant/unknown	
1316010	0 56+/-	Vacant/unknown	
TOTAL	**11.41+/-**	**Vacant/unknown**	Parcel sizes verified April 2008 Lincoln County Assessor's Office


1316001
1316010
1316015


1316001
1316015


1316001
1316015


1316001
1316010
1316015

58.2 Proposed Railroad Alignment – DOE Proposed Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

58.2.1 Impacts for Proposed Alignment

58 2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will impact this parcel. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

58 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted The acquisition of right-of-ways will significantly devalue the entire parcel.

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

58.2.2 Mitigation/Compensation for Proposed Alignment

58 2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

58.2 2 2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected.

58.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

58 2.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

58 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

58.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93 Impacts and mitigation cannot be specifically determined until the centerline of the track is staked, and until the design is available showing the amount of cuts and fills

58.2.1 Impacts for Proposed Alignment

58 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will impact this parcel. The DOE identified a nominal width of approximately

31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. The DOE identified the operation right-of-way as having a nominal width of 122 meters, or about 400 feet, generally It is likely that this is the true minimum width of direct and irreversible impacts during the construction and operation of the Caliente Railroad. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way will be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities. Existing portions of this parcel but outside of the operation right-of-way will be seriously disturbed during the operation of the Caliente Railroad. This disruption may be exacerbated by allowing shared use of the rail line

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

58.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. The acquisition of right-of-ways will significantly devalue the entire parcel

Construction/implementation

The owners of this parcel will experience a loss of economic opportunity associated with the impacts to the existing land use

Operation/maintenance

The owners of this parcel will continue to experience a loss of economic opportunity associated with the impacts to the existing land use

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

58.3.2 Mitigation/Compensation for Proposed Alignment

58 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

58.3.2.2 Minimizing

Minimizing the impacts to this property is not possible if this rail alignment is selected

58 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

58 3 2.4 Reducing

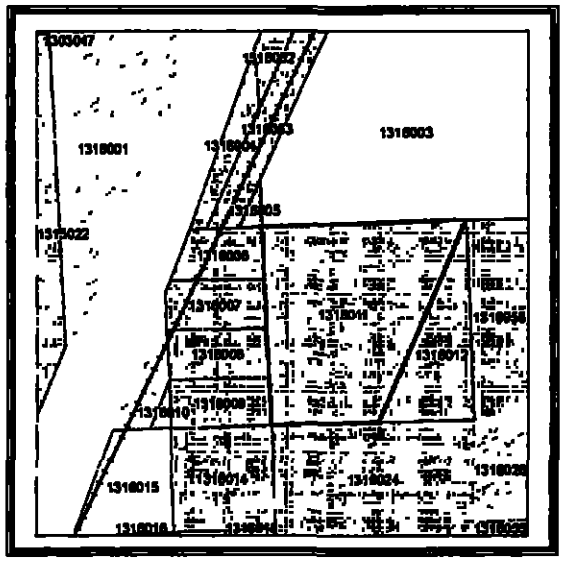
Reducing the impacts to this property is not possible if this rail alignment is selected

58 3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

59.0 PARCEL NUMBER 1316011

Owner: David and June Ingram Trust
Land Use: Vacant/unknown



59.1 PARCEL DESCRIPTION

Parcel number 1316011 is approximately 30 61 +/- acres in size. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 59.1: Parcel Details

ACRES	LAND USE	COMMENTS
30 61+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

59.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

59.2.1 Impacts for Proposed Alignment

59 2.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

59 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

59.2.2 Mitigation/Compensation for Proposed Alignment

59.2 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

59.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

59.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

59.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

59 2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

59.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93

59.3.1 Impacts for Proposed Alignment

59 3 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

59.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

59.3.2 Mitigation/Compensation for Proposed Alignment

59 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

59 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

59.3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

59 3.2 4 Reducing

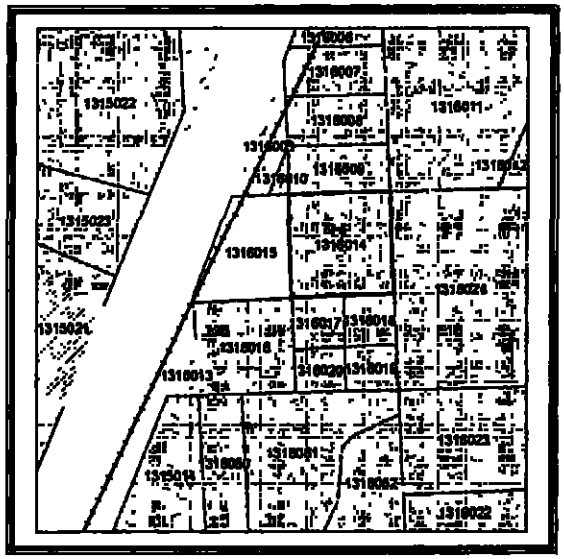
Reducing the impacts to this property is not possible if this rail alignment is selected

59.3.2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

60.0 PARCEL NUMBER 1316014

Owner: David M Witt
Land Use: Vacant/unknown



60.1 PARCEL DESCRIPTION

Parcel number 1316014 is approximately 9.94 +/- acres in size A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 60.1: Parcel Details

ACRES	LAND USE	COMMENTS
9 94+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

60.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

60.2.1 Impacts for Proposed Alignment

60.2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

60 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

60.2.2 Mitigation/Compensation for Proposed Alignment

60 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

60.2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

60.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

60.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

60 2.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

60.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

60.3.1 Impacts for Proposed Alignment

60 3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

60 3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

60.3.2 Mitigation/Compensation for Proposed Alignment

60 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

60 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

60 3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

60 3 2 4 Reducing

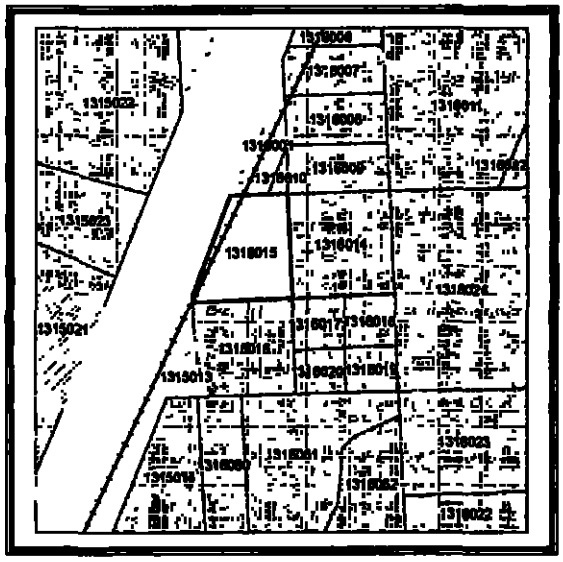
Reducing the impacts to this property is not possible if this rail alignment is selected

60.3 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

61.0 PARCEL NUMBER 1316015

Owner: Karl Volk
Land Use: Single-family residence



61.1 PARCEL DESCRIPTION

Parcel number 1316015 is approximately 9 92 +/- acres in size. It is currently used as a single-family residence. The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 61.1: Parcel Details

ACRES	LAND USE	COMMENTS
9 92+/-	Single family residence	Parcel size verified April 2008 Lincoln County Assessor's Office

61.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

61.2.1 Impacts for Proposed Alignment

61 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

61 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is possible that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Operation/maintenance

It is possible that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

61.2.2 Mitigation/Compensation for Proposed Alignment

61 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

61 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

61 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

61 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

61.2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended. Additionally, an analysis regarding the property value impact to the entire parcel should be conducted at the time the right-of-way is acquired

61.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

61.3.1 Impacts for Proposed Alignment

61.3 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase *that were not already identified during previous phases unless the scope of the shipping* campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

61.3.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is possible that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is possible that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Operation/maintenance

It is possible that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

61.3.2 Mitigation/Compensation for Proposed Alignment

61.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

61.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

61 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

61 3 2 4 Reducing

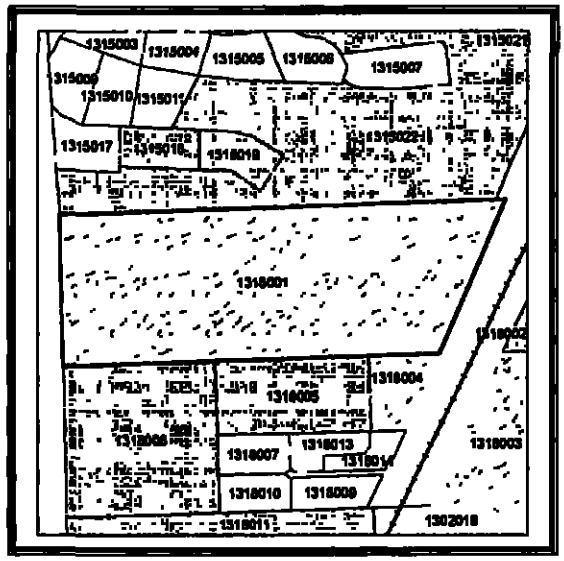
Reducing the impacts to this property is not possible if this rail alignment is selected.

61 3 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended Additionally, an analysis regarding the property value impact to the entire parcel should be conducted at the time the right-of-way is acquired.

62.0 PARCEL NUMBER 1318001

Owner: Bill Oesterle and Shirlee Hansen
Land Use: Vacant/unknown



62.1 PARCEL DESCRIPTION

Parcel number 1318001 is approximately 107.12 +/- acres in size A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 62.1: Parcel Details

ACRES	LAND USE	COMMENTS
107 12+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

62.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

62.2.1 Impacts for Proposed Alignment

62 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

62 2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

62.2.2 Mitigation/Compensation for Proposed Alignment

62 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

62 2 2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel. It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

62 2 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

62 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

62 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

62.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

62.3.1 Impacts for Proposed Alignment

62.3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

62.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

62.3.2 Mitigation/Compensation for Proposed Alignment

62.3.2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

62 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

62 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

62.3 2.4 Reducing

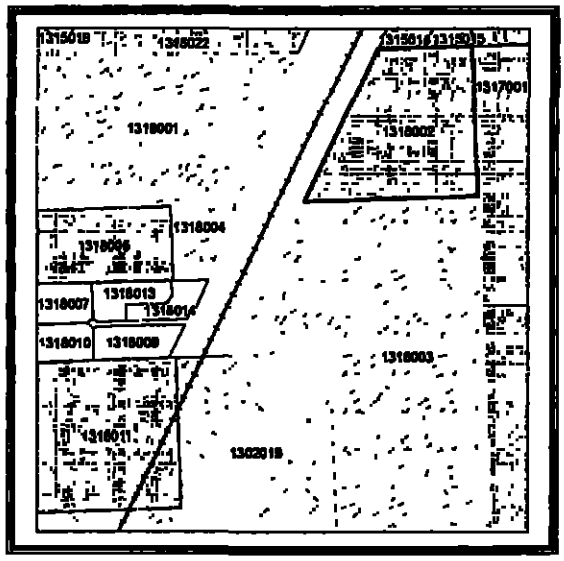
Reducing the impacts to this property is not possible if this rail alignment is selected

62.3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

63.0 PARCEL NUMBER 1318002

Owner: Ann Dernberg
Land Use: Vacant/unknown



63.1 PARCEL DESCRIPTION

Parcel number 1318002 is approximately 36 74 +/- acres in size A portion of the parcel shown on this map lies within operation right-of-way for the Caliente Railroad identified by DOE as having a nominal width of 122 meters, or about 400 feet, generally. Additionally, the DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet

Table 63.1: Parcel Details

ACRES	LAND USE	COMMENTS
36 74+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

63.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93

63.2.1 Impacts for Proposed Alignment

63 2 1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

63.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

63.2.2 Mitigation/Compensation for Proposed Alignment

63.2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

63 2.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

63.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

63.2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

63 2 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

63.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

63.3.1 Impacts for Proposed Alignment

63.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad.

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

63.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

63.3.2 Mitigation/Compensation for Proposed Alignment

63 3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

63 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

63.3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

63.3.2.4 Reducing

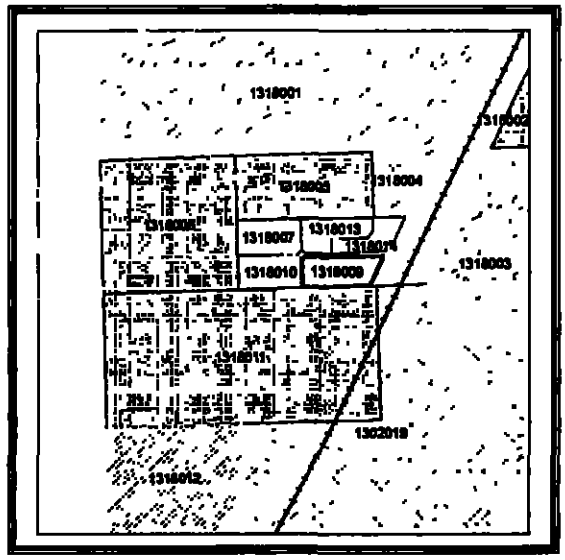
Reducing the impacts to this property is not possible if this rail alignment is selected

63 3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

64.0 PARCEL NUMBER 1318009

Owner: George and Marla Duncan
Land Use: Two single family units



64.1 PARCEL DESCRIPTION

Parcel number 1318009 is approximately 5 17 +/- acres in size with existing water rights. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

Table 64.1: Parcel Details

ACRES	LAND USE	COMMENTS
5 17+/-	Two single family units	Parcel size verified April 2008 Lincoln County Assessor's Office

64.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93

64.2.1 Impacts for Proposed Alignment

64 2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly

likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

64 2 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

64.2.2 Mitigation/Compensation for Proposed Alignment

64.2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

64 2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

64.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

64.2.2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

64 2 2 5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

64.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

64.3.1 Impacts for Proposed Alignment

64 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

64.3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

64.3.2 Mitigation/Compensation for Proposed Alignment

64.3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

64.3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

64 3.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

64 3 2 4 Reducing

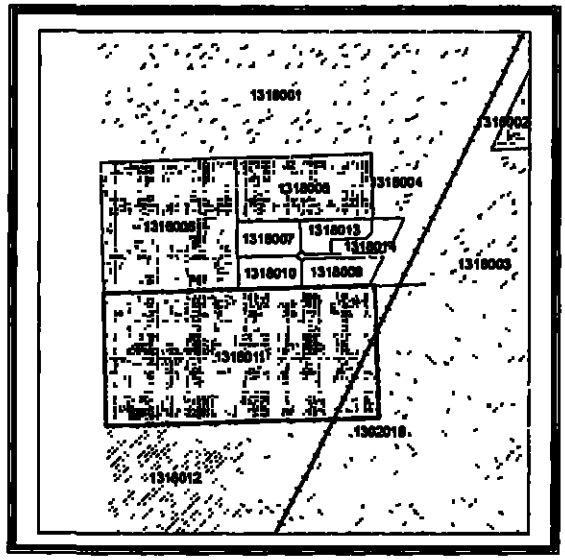
Reducing the impacts to this property is not possible if this rail alignment is selected.

64 3 2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

65.0 PARCEL NUMBER 1318011

Owner: Paul and Anna Anka
Land Use: Vacant/unknown



65.1 PARCEL DESCRIPTION

Parcel number 1318011 is approximately 71 0 +/- acres in size The DOE identified a nominal width of approximately 31 meters, or about 100 feet, as the preferred width for a construction right-of-way, where practicable in areas with private land. Therefore, this is most likely the absolute minimum width of the construction right-of-way. This parcel will be impacted even using this very conservative estimate of the construction right-of-way

Table 65.1: Parcel Details

ACRES	LAND USE	COMMENTS
71.0+/-	*Vacant/unknown*	Parcel size verified April 2008 Lincoln County Assessor's Office

65.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S. Highway 93.

65.2.1 Impacts for Proposed Alignment

65 2 1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing

portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U.S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

65.2.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

65.2.2 Mitigation/Compensation for Proposed Alignment

65.2 2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

65 2 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

65.2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

65 2 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

65 2 2 5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

65.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S Highway 93

65.3.1 Impacts for Proposed Alignment

65 3.1 1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad

Construction/implementation

The magnitude of the Caliente Railroad construction project lends itself to unexpected, unplanned changes to the implementation plan as the project progresses. Thus, even if all of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses. The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities

Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed.

65.3 1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

It is not likely that the operation of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur.

65.3.2 Mitigation/Compensation for Proposed Alignment

65.3.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

65 3.2.2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

65 3 2 3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

65.3 2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected.

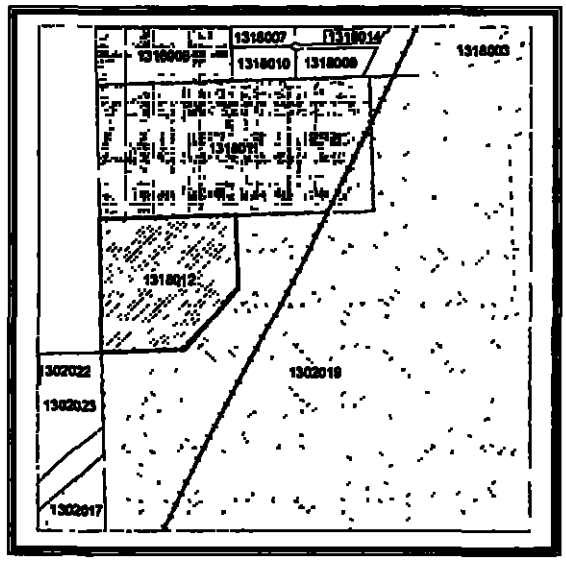
65 3.2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended

66.0 PARCEL NUMBER 1318012*

Owner: Malcolm & Barbara Lewis

Land Use: Minor improvements no usable structures



66.1 PARCEL DESCRIPTION

Parcel number 1318012 is approximately 23.23 +/- acres in size. A portion of the parcel shown on this map lies within the general construction right-of-way for the Caliente Railroad, which the DOE identified as having a nominal width of 300 meters, or about 1,000 feet.

***Parcel sold and renumbered to 1318015**

Table 66.1: Parcel Details

ACRES	LAND USE	COMMENTS
23 23+/-	Vacant/unknown	Parcel size verified April 2008 Lincoln County Assessor's Office

66.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – CALIENTE ALTERNATIVE

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U.S. Highway 93.

66.2.1 Impacts for Proposed Alignment

66.2.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land.

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land. It is anticipated that this acquisition will commence during the detailed planning phase This acquisition will likely impact this parcel. The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

Construction/implementation

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of the land acquisition that is anticipated is accomplished in the previous phase, it is highly likely that additional acquisitions may be required as the project progresses The existing portion of this parcel outside of the construction right-of-way may be seriously disturbed during the construction of the Caliente Railroad

Operation/maintenance

It is not anticipated that additional impacts to private property will occur during this phase that were not already identified during previous phases unless the scope of the shipping campaign substantially increases and requires expansion of staging yards or other such facilities.

Abandonment/decommissioning

More detailed information is needed from the U.S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

66.2.1 2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment .

As right-of-ways are acquired, the existing land will be irreversibly impacted It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel.

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Operation/maintenance

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Abandonment/decommissioning

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66.2.2 Mitigation/Compensation for Proposed Alignment

66 2.2.1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected.

66.2.2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land. It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel.

66 2.2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected

66 2 2.4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

66 2 2.5 Compensating

No acceptable mitigation measures were identified. Therefore, compensating the property owner for the taking of this property is recommended.

66.3 Proposed Railroad Alignment – Lincoln County Short Route – Caliente Alternative

The Caliente alternative segment would begin in Caliente, enter Meadow Valley at Indian Cove, and extend generally north through Meadow Valley and along U S Highway 93.

66.3.1 Impacts for Proposed Alignment

66.3.1.1 Taking of Private Property

Lincoln County is a vast county with minimal private land

Planning/policy development

No impacts from the initial planning and policy development phase were identified.

Detailed planning/funding/impact assessment

Construction of the Caliente Railroad will require the acquisition of right-of-way over private land It is anticipated that this acquisition will commence during the detailed planning phase. This acquisition will likely impact this parcel The DOE identified the general construction right-of-way for the Caliente Railroad as having a nominal width of 300 meters, or about 1,000 feet. While they state they will try to limit that where there is private property, there are no commitments, let alone guarantees. Therefore, it is possible that all of the properties within this boundary will be impacted during the construction and operation of the Caliente Railroad.

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Operation/maintenance

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Abandonment/decommissioning

More detailed information is needed from the U S. Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed

66 3.1.2 Effects on Property Values and Other Economic Impacts

Planning/policy development

No impacts from the initial planning and policy development phase were identified

Detailed planning/funding/impact assessment

As right-of-ways are acquired, the existing land will be irreversibly impacted. It is not likely that the acquisition of right-of-ways will result in significant adverse impacts to this parcel

Construction/implementation

It is not likely that the construction of the Caliente Railroad will result in significant adverse economic impacts to this parcel unless the width of the right-of-way will interfere with the existing use of the property

Operation/maintenance

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Abandonment/decommissioning

More detailed information is needed from the U S Department of Energy regarding future possible plans for abandonment or decommissioning of the railroad before impacts can be properly assessed. However, if the DOE plans on abandoning or decommissioning the railroad, nationwide experience with the abandonment of railroads and federal projects show that significant impacts often occur

66.3.2 Mitigation/Compensation for Proposed Alignment

66 3 2 1 Avoiding

Avoiding the impacts to this property is not possible if this rail alignment is selected

66 3 2 2 Minimizing

Minimizing the impacts to this property is possible through the reduction of the width of right-of-way needed on this parcel It is recommended that the right-of-way for construction and operation not exceed the 31-meter nominal width identified by the DOE as the preferred width in areas of private land It is further recommended that the DOE make commitments, in writing, to the property owners regarding the maximum right-of-way that will be needed across this parcel

66.3 2.3 Rectifying

Rectifying the impacts to this property is not possible if this rail alignment is selected.

66 3.2 4 Reducing

Reducing the impacts to this property is not possible if this rail alignment is selected

66.3.2.5 Compensating

No acceptable mitigation measures were identified Therefore, compensating the property owner for the taking of this property is recommended

Volume II – Appendix 4.0

Comment Letters

November 8, 2007

ATTN: Connie Simkins
Lincoln County Nuclear Waste Oversight Program Coordinator

RE: Comments on Robison/Seidler and Resource Concepts, Inc. Report

Connie,

After a brief review of the report I would like to offer the following remarks. The intention of DOE to place a repository at Yucca Mountain has never been a question of whether I would like to have it in my back yard or not. It has always been a question of how do we as a community prepare for the huge impact this will have on us. In any case, we can only depend on the engineering studies both from DOE and the selected oversight engineer's to give us the advice they deem critical.

Should the decision be to select Caliente as the central location for diverting the nuclear waste is my biggest concern. Should that happen the supporting infrastructure and hazardous waste accommodations need to be addressed. If Caliente is the diversion point then Caliente should benefit from the jobs, hospitals, fire dept., haz-mat training centers, etc. that decision would bring. The infrastructure should be created around the community to protect and defend it.

As far as the rail line continuing to the Yucca Mountain facility it should be decided so that the impacts are minimized. The railroad should be built on the site most likely to cause the smallest environmental issues. I do not have sufficient knowledge to comment on which route that would take. It is my hope the oversight Robison/Seidler and Resource Concepts, Inc. have contributed, at an enormous expense, will satisfy the necessary impact alleviation.

Whatever decision is made will bring overwhelming change to the communities and ranching industry in the county. None of the routes to be picked are going to prevent that overwhelming change. I recognize the need for the country to have a plan that addresses the disposal issues. It is the country's obligation then to insure the effects of those issues are compensated both monetarily to those private ranchers affected and impact alleviation provided the communities that have been identified.

Very truly yours,

Keith Larson
Councilman for the City of Caliente

November 7, 2007

To: Connie Simpkins
Lincoln County Nuclear Oversight Program Coordinator

From: Tom Acklin
City of Caliente Council Member

Subj: Comments on Draft Report

Dear Connie,

After a review of the report commissioned by the Lincoln County Board of Commissioners and prepared by Robison/Seidler and Resource Concepts, Inc., I offer my opinions.

As a representative of the City of Caliente, I base my conclusions on what will be most beneficial for Caliente and the residents of the City of Caliente. That which benefits Caliente, also benefits Lincoln County and the State of Nevada, However, not everything beneficial to the County filters down to the City of Caliente. I see the Caliente Rail Corridor having a positive economic impact on the City, the residents. the County and the State of Nevada. After having spent several days in Carlsbad, New Mexico, touring the low level nuclear waste facility, the City, and attending numerous seminars with presentations by current, as well as past city officials and residents, my conclusion was that the benefits to the City of Carlsbad were astronomical. I did not hear any negative comments on impacts to the community. Their infrastructure was greatly enhanced and the economy was booming. Granted, their situation is different than Caliente's as they are the final destination and not an interim location. Still, I see great things happening in Caliente and Lincoln County.

My recommendation for the proposed rail route would be the DOE Proposed Route which is depicted on the map titled **Figure 4.1 *Yucca Mountain* RXR Proposed Routes**. I see this route as having the least impact on existing structures if the Rail yard was placed in the meadow on the east side of 93, between Antelope Canyon and Indian Cove. The tracks following the old RXR road bed known as the Pioche Branch. With few exceptions, this will not impact that portion of the route any more than the old Pioche Branch of the Union Pacific did. I feel that if the impacts are mitigated as outlined, in the draft, wherever possible, that in a short period of time every one and everything will adapt. With all of the impacts that occurred during the building of the Inter-Continental RXR, we are still here.

I feel that the DOE and all other Federal Agencies involved should work closely with local government as well as affected property owners in an effort to mitigate the negative impacts and enhance the positive. I would also encourage that DOE locate the Nuclear Waste Tracking Facility, as well as one of the RXR Track Maintenance Facilities in Caliente. Again, I see this as a boon to the economy and life styles of the residents of our City, County, State, and at the same time make our great Nation safer.

With the cost of oil approaching $100 a barrel, there is an urgent need for a more economical means to produce our power. Present technology leaves nuclear power plants as the most efficient means of producing electricity, having the least impact on the environment. It is imperative that the existing nuclear waste be moved to a secure location as soon as possible. I see this as a matter of national security.

Respectfully submitted,

Tom Acklin
City of Caliente Council Member

To Lincoln County Nuclear Oversight Office
Box 1068
Caliente NV 89008

From Glennon Zelch
Box 418
Pioche NV 89043Sincerely

RE Draft Caliente Rail Corridor and Alternatives Impact Assessment

To Whom it may concern

I wish to express my disappointment in the draft report for not being forceful enough in identifying the rail corridor as a bad idea that should be abandoned A rail line is a huge barrier and a hazard to wildlife and livestock The problems it would create for private land owners and grazing right holders can not be mitigated

Since not all nuclear facilities are served by rail some casks will have to be designed for legal weight trucks. To facilitate shipping, handling and storage it would be a better idea to make all casks the same legal weight truck size Those shipped by rail could then be loaded two or more to a rail car

If rail is ultimately determined to be the choice method for shipment cross country then an intermodal transfer station could be located in the vicinity of Elgin From Elgin all that would be needed is a paved highway out Kane Spring valley across highway 93 continuing across the Federal Wildlife area and following the edge of Nellis Air Force Range to Yucca Mountain

This route would not have to cross any private land Since the entire route is in Federal hands it should be much easier for DOE to work out the details with other Federal agencies. A paved highway is not a barrier to vehicles, equipment, wildlife or livestock Would only be approximately 160 miles long (half the distance of the proposed rail line) and far far less expensive to construct A paved highway from Elgin to highway 93 would be a significant benefit to Lincoln County A paved highway following portions of the eastern and southern perimeter of Nellis Air Force Range would be a significant benefit to them for security patrols Any necessary mitigation along this route would be minimal

I am willing to discuss this idea with anyone that is interested

Sincerely, Glennon Zelch

Glennon Zelch Retired civil engineer, member of the Pioche Town Board, Lincoln County Planning Commission and Lincoln County Flood Control Board

November 30, 2007

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CD – Report PDF Files