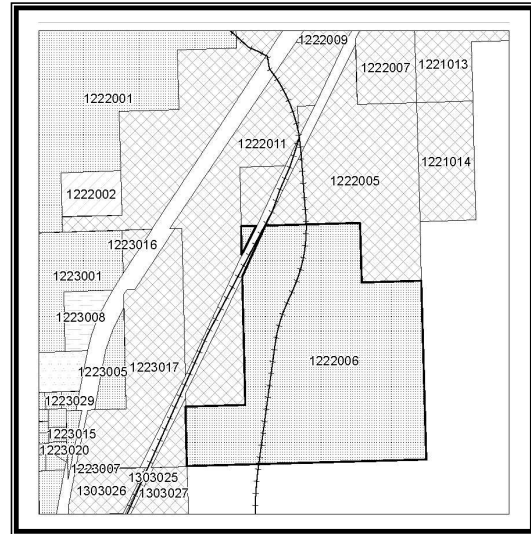


**PARCEL NUMBER 1222006**

**Owner:** Bureau of Land Management  
**Land Use:** Vacant/unknown

**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.



**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

**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

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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.

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### **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.

#### 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.

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*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.

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### 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.

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#### 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.

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### **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.

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*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.