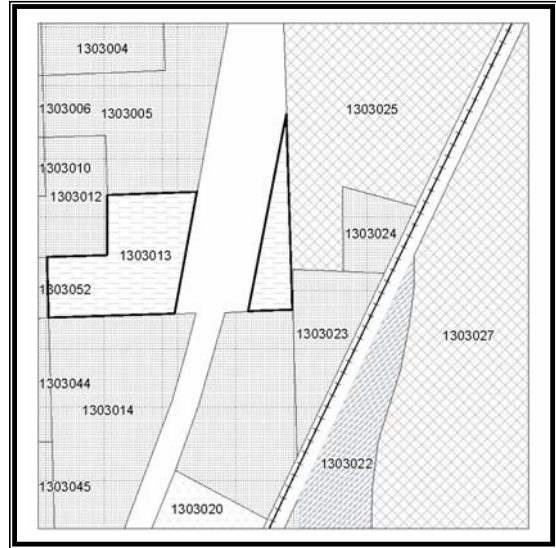


**42.0 PARCEL NUMBER 1303013\***

**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.

*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.

42.2.1.2 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

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.

***Robison/Seidler, Inc.***

*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.

**42.3.2 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.