
52.0 PARCELS 1315013, 1315014, 1316016, AND 1316060

Owner: Gary Carrigan Trust

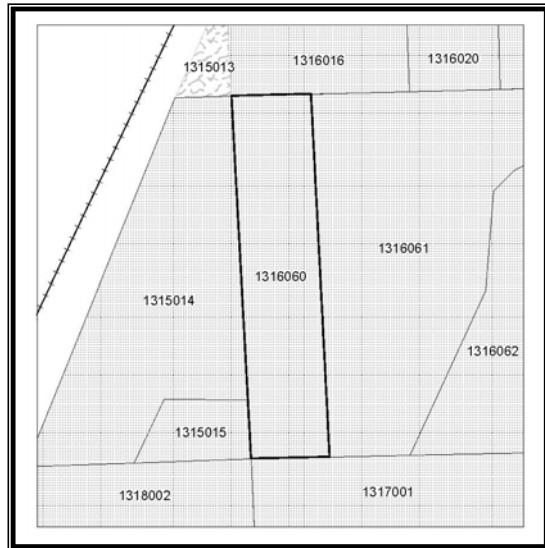
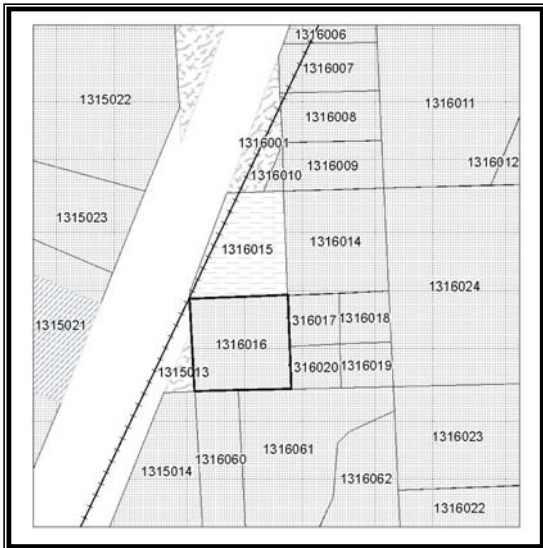
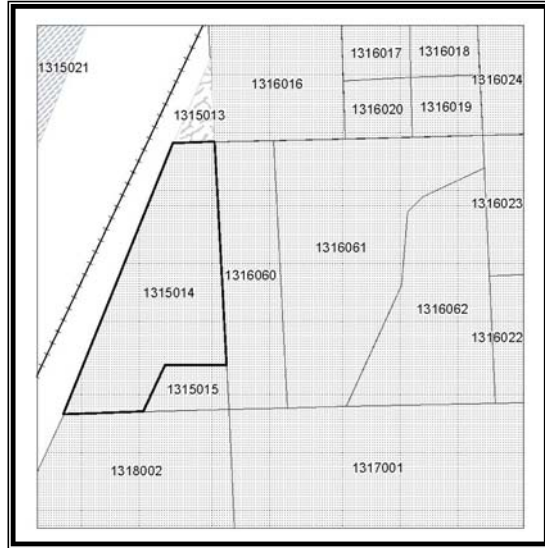
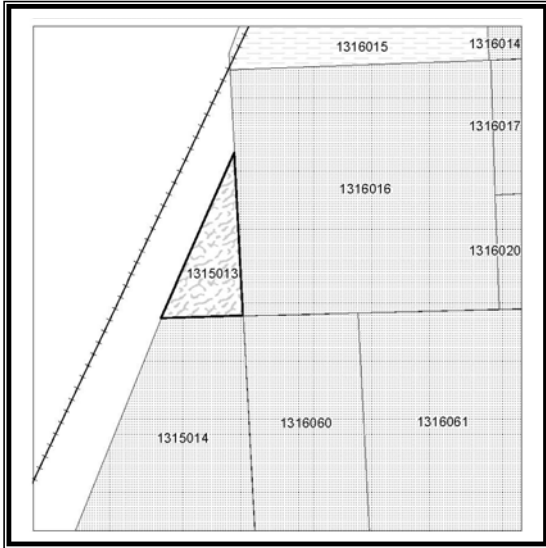
Land Use: Vacant/unknown

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.

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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

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