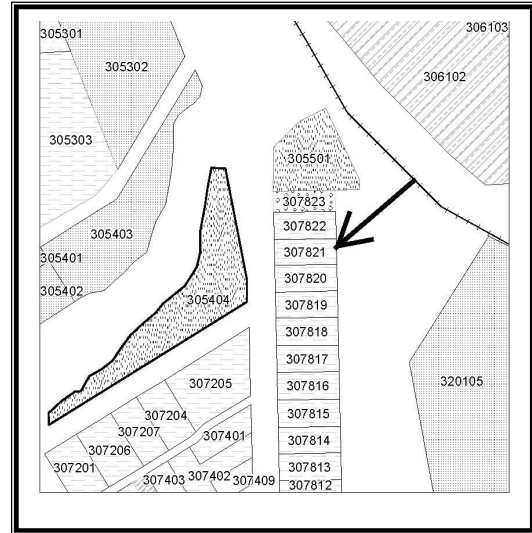
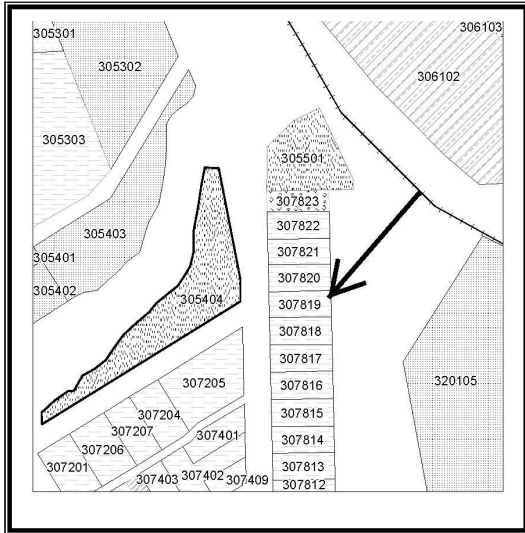


PARCELS 307819 AND 307821

Owner: Richard and Pearl McKee
Land Use: Single-family residence

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.



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

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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.

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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

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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

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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.