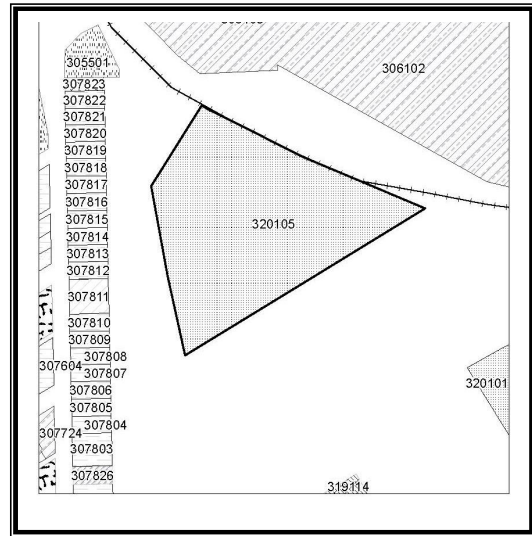


PARCEL NUMBER 320105

Owner: Union Pacific
Land Use: Vacant/unknown

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.



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

Robison/Seidler, Inc.

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.

Robison/Seidler, Inc.

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

Robison/Seidler, Inc.

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.

Robison/Seidler, Inc.