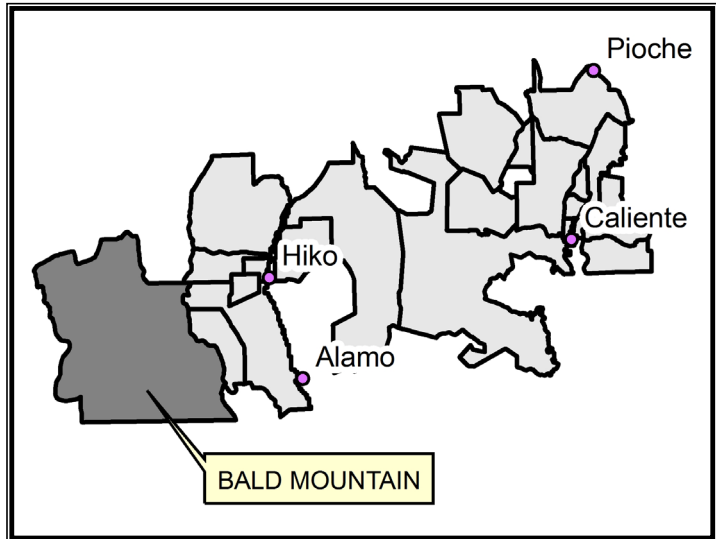


30.0 BALD MOUNTAIN ALLOTMENT

Permittee: Steve Medlin
Contact: Steve Medlin
City/State: Rachel, NV

Base Property: Water – Reed Spring
 Sharp Spring
 Tickaboo Spring



30.1 ALLOTMENT DESCRIPTION

The Bald Mountain Allotment is unfenced and lies between the Mount Irish Range and the Groom Range. State Route 375 enters the allotment at Hancock summit and crosses through the northeastern corner.

Table 30.1: Bald Mountain Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
260,089.5	0	479	Cattle	3/01-2/28	6238	5751	487
		5	Horse	3/01-2/28	60	60	0

30.1.1 Grazing System

The Permittee uses the allotment for year-round grazing.

30.1.2 Stockwaters and Water Rights

Stockwaters in the Bald Mountain Allotment consist of five reservoirs, six water hauls, and seven pipe-fed troughs, which carry water from the mountain springs.

30.1.3 Existing Fencing

The allotment is entirely unfenced.

30.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route cuts through the southern half of the allotment, entering at Hancock summit and following the Groom Lake road until it exits.

Rail Length Within Allotment: 18.4 miles
 1,000' Construction Right-of-Way Area: 2,227.88 acres

30.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee prefers that the railway remain unfenced to facilitate the free movement of cattle.

30.2.2 Impacts and Mitigation

30.2.2.1 Base Property

One of the base property springs (Rock Springs) serves the pipelines which provide water to three troughs and one water haul within the four mile impact zone, and three water hauls within the one mile impact zone of the proposed rail alignment. Any impact to these stockwaters constitutes an impact to the base property itself, and could result in a loss of AUMs on the BLM permit.

The impacted water hauls will need to be moved to a distance greater than one mile from the proposed alignment. Water truck access to all water hauls must be maintained.

30.2.2.2 Grazing System

The proposed alignment crosses through the southern portion of the allotment.

Convenient cattle crossings must be maintained in order to facilitate the free movement of cattle throughout the allotment.

30.2.2.3 Existing Fence and Capital Improvements

There are no potential impacts to capital improvements of fences.

30.2.2.4 Stockwaters and Associated Infrastructure

Three water hauls and one reservoir are located within one mile of the proposed alignment. An additional reservoir, three troughs and one water haul are located within the four-mile impact zone.

The waters within one mile of the alignment will need to be moved to prevent excessive livestock-train collisions. Water truck access must be maintained to the water hauls.

30.2.2.5 Road and Trails

The proposed rail alignment runs through Bald Mountain Allotment just to the south of Groom Lake Road. The proposed railroad also crosses five critical access roads.

The railroad must be constructed on the south side of Groom Lake Road, which must also remain accessible during all stages of railroad construction. In addition, road crossings must be constructed at the five critical access roads (Map References 1-5).

30.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced right-of-way (ROW). Other concerns include the temporary loss of forage due to construction activities and railway operations. There is also the potential for long-term loss of desirable forage within disturbed areas due to difficulty of rehabilitation, establishment of noxious or invasive weeds, and fires resulting from railway operations. This is especially a concern due to the fact that the area traversed by the potential alignment is a critical grazing area with high protein winter forage.

Mitigation must include compensation for lost AUMs due to construction and/or operation of the railway. This includes deferred or suspend AUMs resulting from wildland fires caused by railway operations. Disturbed areas should be kept to a minimum, successfully revegetated to a predetermined condition, and managed for noxious weeds. It should be the responsibility of the rail operator to control noxious or invasive weed infestations for the life of the rail.

30.2.2.7 Loss of Livestock

The Permittee shall be reimbursed for any loss of livestock due to railway operations. It shall be the responsibility of the railway operator to maintain all ROW fencing.

30.2.2.8 Other Impacts and Mitigations

None known.

Table 30.2: Bald Mountain Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	4
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	9
Stockwaters within 1 mile	4
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	5
Trails (ea)	0
ROW Acreage	2, 228

Table 30.3: Bald Mountain Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	3
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	4
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	5
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	0

Figure 30.1: Bald Mountain Allotment

INSERT 11X17 FIGURE
30.1 Bald Mountain.pdf