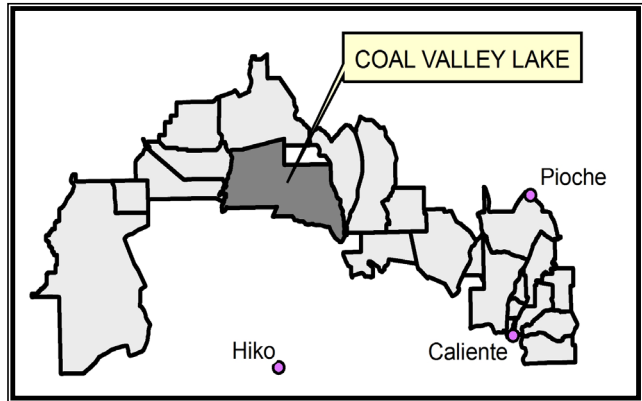


**14.0 COAL VALLEY LAKE ALLOTMENT**

**Permittee:** Blue Diamond Oil Corporation  
**Contact:** Gary Sprouse  
**City/State:** Ely, Nevada

**Permittee:** Charles and Clayton Wadsworth  
**Contact:** Charles Wadsworth  
**City/State:** Alamo, Nevada

**Permittee:** Thomas Steele  
**Contact:** Robert Steele  
**City/State:** Alamo, Nevada



**Base Property:** Land

**14.1 ALLOTMENT DESCRIPTION**

The southeast corner of the Coal Valley Lake Allotment is located approximately 24 miles north of Hiko on the west side of State Route 318. The allotment is approximately twenty miles long east to west, and ten miles wide north to south.

**Table 14.1: Coal Valley Lake Allotment Details**

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock	Season of Use	AUMs			
				Total	Active	Suspended	
115,174	0	Gary Sprouse 373 sheep	11/01 – 2/28	294	395	0	
			3/01 – 4/10	101			
		Wadsworth 209 cattle	3/01 – 5/15 9/01 – 2/28	522 1,869	1,769	0	
		Steele 314 cattle	3/01 – 5/15 9/01 – 2/28	785 1,869	2,657	0	

**14.1.1 Grazing System**

The Permittees utilize different grazing systems. Blue Diamond has winter-spring use and does not use the west end of the allotment where the proposed alignments are located. Mr. Wadsworth and Mr. Steele have fall-winter-spring operations. Mr. Steele also has a permit in the Pine Creek Allotment just west of the Coal Valley Lake Allotment.

**14.1.2 Stockwaters and Water Rights**

The allotment is watered by several reservoirs, which are fed by washes from the Golden Gate Range.

**14.1.3 Existing Fencing**

The majority of the allotment boundary is fenced with exception of those portions of the allotment that are impassable by livestock due to topography. The northern boundary of the allotment is fenced as well as the northwest corner near Water Gap.

## **14.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – GARDEN VALLEY ALTERNATIVES 2 AND 8**

The DOE proposed alignment travels through the northwestern corner of the allotment, entering through Needles and exiting through Water Gap.

Rail Length Within Allotment: .78 miles  
1,000' Construction Right-of-Way Area: 95 acres

### **14.2.1 Fencing Preference for Proposed Rail Alignment**

Two of the Permittees prefer that the alignment be fenced and the third has no strong preference. It seems logical that the track will need to be fenced due to the concentration of livestock traffic through the area, especially Water Gap.

### **14.2.2 Impacts and Mitigation**

This alignment proposes putting a railway through a major corridor for livestock and water movement.

Because of the number of impacts and their complexity, it is essential that the BLM, DOE, the County Roads Department, the Nevada Department of Wildlife, the ranchers who utilize the Water Gap, and any other interested parties, meet to discuss the proposed route and impacts and mitigation before the track is staked. Numerous issues should be addressed including flood potential through the Water Gap, livestock and water movement, and auto traffic during railroad construction, and mitigation of impacts to Cherry Creek.

## **14.3 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY COTTONTAIL PASS ROUTE**

The DOE proposed alignment would enter the Cottonwood Allotment on the northern side of the western half, and would exit near the northeastern corner of the McCutcheon Spring Allotment.

Rail Length Within Allotment: 5.76 miles  
1,000' Construction Right-of-Way Area: 698.18 acres

### **14.3.1 Fencing Preference for Proposed Rail Alignment**

The only Permittee with a strong preference regarding fencing is Thomas Steele. Since the other two Permittees have no preference, Mr. Steele's will be used for the purpose of this report.

### **14.3.2 Impacts and Mitigation**

#### **14.3.2.1 Base Property**

No base property would be impacted by the proposed rail alignment.

#### **14.3.2.2 Grazing System**

Cattle move between the bench at the foot of the Golden Gate range and the reservoir to the southeast and the western well. The proposed rail alignment would isolate this area of high quality forage from the water sources.

Underpasses would be required to allow cattle to access both water and feed and to move freely through the allotment. In addition a pipeline would need to be constructed from the western well to carry water into the area of the allotment isolated by the proposed alignment.

#### 14.3.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross one fence.

The fence crossing will require an in-rail cattleguard, as well as a road cattleguard and gate for the rail service road.

#### 14.3.2.4 Stockwaters and Associated Infrastructure

The proposed alignment comes within four miles of two reservoirs and one trough, and crosses three critical creeks.

Culverts large enough to permit unrestricted flow of seasonal runoff must be installed at each creek crossing. In addition a five-mile pipeline and a trough will be needed to supply water to the area of the allotment isolated by the railroad.

#### 14.3.2.5 Road and Trails

Three roads are intersected by the proposed railroad.

Each road crossing would require an approach with a maximum 6 percent approach. Each trail would require a crossing with a maximum 12 percent approach.

#### 14.3.2.6 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.

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.

#### 14.3.2.7 Loss of Livestock

The Permittee should be reimbursed for any loss of livestock due to railway operations.

#### 14.3.2.8 Other Impacts and Mitigations

Both permittees are strongly opposed to the Cottontail Pass alternative, and believe that it would be more detrimental to their operations than the DOE Garden Valley Alternatives.

**Table 14.2: Coal Valley Lake Allotment Impacted Features**

<b>Impacted Features</b>	<b>DOE Proposed Route – Garden Valley Alternatives 3 and 4</b>	<b>Lincoln County Cottontail Pass Alternative</b>
Base Property (land)	0	0
Base Property (water within 4 miles)	0	0
Base Property (water within 1 mile)	0	0
Base Property (pipeline crossings)	0	0
Existing Fencing (ea)	2	1
Capital Improvements	0	0
Stockwaters within 4 miles	0	3
Stockwaters within 1 mile	0	0
Creeks (ea)	1	3
Pipelines (ea)	0	0
Roads (ea)	1	3
Trails (ea)	1	1
ROW Acreage	95	697

**Table 14.3: Coal Valley Lake Allotment Mitigation Summary**

<b>Proposed Mitigation Units</b>	<b>DOE Proposed Route – Garden Valley Alternatives 3 and 4</b>	<b>Lincoln County Cottontail Pass Alternative</b>
Fence Construction (miles)	1.6	0
Fence Removal	0	0
Gates (ea)	4	16
Railroad Cattleguards (ea)	0	1
Road Cattleguards (ea)	2	7
Grazing Management Plan	1	1
Corral Relocation	0	0
Chute Relocation	0	0
Wells (ea)	0	0
Troughs (ea)	0	1
Springs (ea)	0	0
Creek Crossings (ea)	1	3
Unspecified Stockwaters (ea)	0	0
Pipeline Crossings (ea)	0	1
Pipeline Construction (miles)	0	5
Road Crossings (ea)	1	0
Trail Crossings (ea)	0	0
Sheep Crossings (ea)	1	0
Cattle Crossings (ea)	0	0
Underpasses (ea)	0	3

**Figure 14.1: Coal Valley Lake Allotment**

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14.1 Coal Valley Lake.pdf