

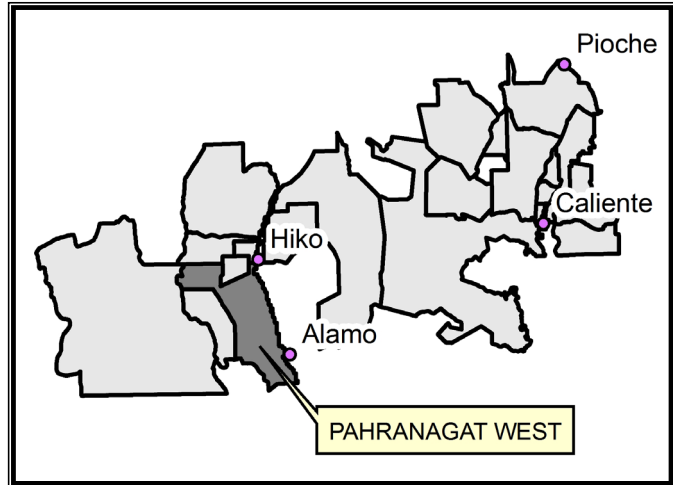
28.0 PAHRANAGAT WEST ALLOTMENT

Permittee: Ed Sharp Ranch Trust
Contact: Mary Anne or Lola Sharp
City/State: Alamo, NV

Permittee: Joe Sharp
Contact: Joe Sharp
City/State: Alamo, NV

Permittee: Charles Wadsworth
Contact: Monty Wadsworth
City/State: Alamo, NV

Permittee: Kent Whipple Ranch (Trust)
Contact: Brett Whipple
City/State: Hiko, NV



Base Property: Land

28.1 ALLOTMENT DESCRIPTION

Pahranaagat West Allotment is located within the Pahranaagat valley, on the west side of the private property running between Alamo and Hiko. The northern portion of the allotment is bisected by State Route 375, which is unfenced.

Table 28.1: Pahranaagat West Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock	Season of Use	AUMs			
				Total	Active	Suspended	
68476	0	Ed Sharp Ranch Trust	61 Cattle	10/01-2/28 3/01-5/31	303 185	303 185	0 0
		Joe Sharp	61 Cattle	10/01-2/28 3/01-5/31	303 185	303 185	0 0
		Charles Wadsworth	119 Cattle	10/01-5/31	951	951	0
		Kent Whipple	28 Cattle	10/01-5/31	224	224	0

28.1.1 Grazing System

This allotment is managed as continuous winter season use November - May, by all Permittees. All Permittees use the allotment as a single pasture. The Permittees keep geographic separation between their individual herds with the Ed Sharp Ranch Trust and Joe Sharp being the primary users of the impacted northern portion of the allotment.

28.1.2 Stockwaters and Water Rights

Stockwater in and around the impacted area consists of several water haul locations that are serviced by Reed Spring, a permitted water to the north of the allotment boundary. The Ed Sharp Ranch Trust have been approved to install a pipeline from Reed Spring to the northernmost water haul, and have also received approval for the addition of a second water haul in the portion of the allotment north of State Route 375.

28.1.3 Existing Fencing

The allotment itself is unfenced except for the border with the Crystal Springs Allotment, which was fenced in the 1930's due to its use as a range demonstration area. There are no other allotment boundary fences or internal pasture fences.

28.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

This allotment would be impacted by the Lincoln County Short Route, which bisects the bottleneck of the allotment just north of State Route 375.

Rail Length Within Allotment: 1.8 miles
1,000' Construction Right-of-Way Area: 218.18 acres

28.2.1 Fencing Preference for Proposed Rail Alignment

All impacted Permittees prefer that the right-of-way (ROW) be fenced provided that the fence is regularly maintained and that an underpass is provided to allow cattle to move freely between feed and water sources. In-rail cattleguards will be needed at the terminal end of the ROW fence and at all road crossings.

28.2.2 Impacts and Mitigation

28.2.2.1 Base Property

There are no impacts to Base Property in this allotment.

28.2.2.2 Grazing System

Free movement of cattle between the northernmost portion and the remainder of the allotment would be impacted at a critical location. Currently there is no Grazing Management Plan for this allotment.

At least one underpass would be required to maintain free movement of cattle as is used under the current grazing strategy. Permittees indicated an interest in using the new rail fence to develop a two-pasture system for the allotment. In this case an underpass would still be the preferred means of moving cattle in and out of the northern portion of the allotment.

28.2.2.3 Existing Fence and Capital Improvements

The proposed rail would cross the existing allotment boundary fence of the Crystal Springs Allotment, which serves as the eastern boundary fence for the northern Section of the Pahranaagat West Allotment.

An in-rail cattleguard will be needed to maintain the boundary fence between the Pahranaagat West and Crystal Springs allotments.

28.2.2.4 Stockwaters and Associated Infrastructure

No stockwaters are impacted in the southern portion of the allotment. To the north of the proposed alignment there is one existing water haul and another that has been approved but not yet constructed. Both lie within four miles of the proposed track.

Access must be maintained between State Route 375 and Reed Spring, which serves as the source for water hauls both north and south of the proposed alignment. The Permittees indicated a desire to have water piped from Reed Spring to the northern water hauls in an effort to reduce cross traffic over the rail.

28.2.2.5 Road and Trails

The proposed rail alignment crosses an existing dirt road, which serves as the primary access to Reed Spring and the northern portion of the allotment.

A crossing must be provided to allow access for water trucks and ranch equipment. Permittees were amenable to using the cattle underpass as a common access corridor provided that sufficient clearance could be maintained. Cattleguards will be needed at all locations where the road crosses the ROW fence.

28.2.2.6 Vegetation and Forage

A permanent loss of forage will occur within the railway footprint as well as within the fenced 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.

28.2.2.7 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.

28.2.2.8 Other Impacts and Mitigations

The Permittees are concerned about increased and potentially irresponsible recreational use of their allotted lands.

Table 28.2: Pahrnagat West Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	0
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	0
Existing Fencing (ea)	0
Capital Improvements	0
Stockwaters within 4 miles	3
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	0
ROW Acreage	218

Table 28.3: Pahrnagat West Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	3.6
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	0
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	2
Road Crossings (ea)	1
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	1

Figure 28.1: Pahrnagat West Allotment

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28.1 Pahrnagat West.pdf