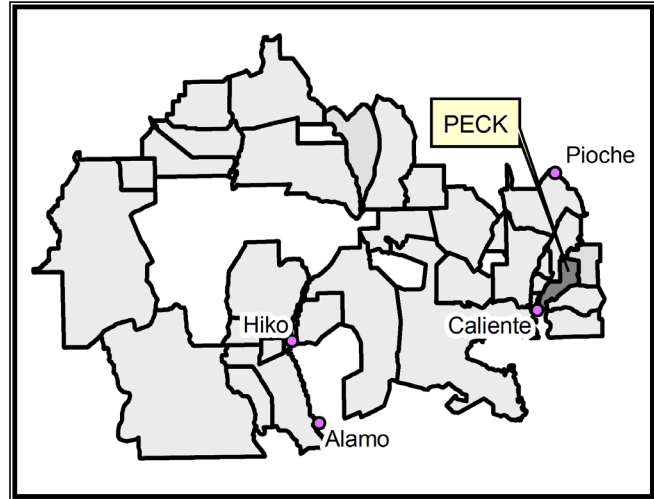


### 3.0 PECK ALLOTMENT

**Permittee:** Tuffy Ranch Properties, LLC  
**Contact:** Linda Carriger  
**City/State:** Alamo, Nevada

**Base Property:** Land



#### 3.1 ALLOTMENT DESCRIPTION

The Peck Allotment is situated on the east side of Meadow Valley Wash. It is bound by Clover Creek on the south, and private property on the west. Caliente is situated at the extreme southwest corner of the allotment.

**Table 3.1: Peck Allotment Details**

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock	Season of Use	AUMs			
				Total	Active	Suspended	
13,291	1,292	Tuffy Ranch Properties 34 Cattle	03/01 – 02/28	743	397	346	

##### 3.1.1 Grazing System

The grazing permit is for continuous year-round use. The allotment is currently leased by the owner to Robert and Shane Mathews. The allotment itself is split into two pastures, the North and South Pasture.

##### 3.1.2 Stockwaters and Water Rights

No stockwaters sources were identified by BLM figures, or by the Permittee.

##### 3.1.3 Existing Fencing

The perimeter of the North Pasture is fenced; however the South Pasture is not. Segments of interface between the allotment and private property along the western edge is also fenced, but mapping is incomplete.

#### 3.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE – ECCLES ALTERNATIVE

The Meadow Valley Alternative would skirt the edge of the allotment, but would have minimal to no impacts on the grazing operations on the allotment. The Eccles Alternative of the Department of Energy Proposed Route would enter this allotment. This alternative traverses the allotment in a north-south orientation, intersecting the Pasture 1 and 2-boundary fence and continuing north-south along the western edge of Pasture 1.

Rail Length Within Allotment: 5.3 miles  
1,000' Construction Right-of-Way Area: 642 acres

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

The Permittee indicated a preference to fence the right-of-way (ROW).

### **3.2.2 Impacts and Mitigation**

#### **3.2.2.1 Base Property**

No impacts to the base property are anticipated.

#### **3.2.2.2 Grazing System**

Currently the allotment is divided into two pastures. The proposed alignment would intersect the existing pasture fence, and affect cattle movement between the northern and southern portions of the allotment.

The Permittee indicated a desire to fence the rail ROW, and remove the existing pasture fence. The ROW fence would serve as the new pasture fence. To allow movement of cattle from one pasture to the other, the Permittee indicated a desire for two cattle crossings. Underpasses were the indicated preference equipped with gates in order to separate the two pastures if so desired.

#### **3.2.2.3 Existing Fence and Capital Improvements**

The proposed alignment would cross an existing pasture fence, as well as an allotment boundary fence on the northern boarder of the allotment (Map Reference 1).

The existing pasture fence would be removed if the above recommended mitigation measures were taken. The allotment boundary fence crossing would require an in-rail cattleguard, roadway cattleguard and gate. The unfenced end would require everything but the gate to prevent wild horses or stray cattle from becoming trapped within the ROW fence.

#### **3.2.2.4 Stockwaters and Associated Infrastructure**

No impact to stockwaters is anticipated.

#### **3.2.2.5 Road and Trails**

The proposed alignment would cross a county road as well as a trail (Map Reference 2).

Both of these crossings would need to be maintained in order to allow required access. Grades for approaches to the crossing should not exceed six percent for the road, and twelve percent for the trail. The road crossing will need to be equipped with cattleguards and gates on either side of the rail, while the trail would just need gates.

#### **3.2.2.6 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 suspended 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.

#### 3.2.2.7 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.

#### 3.2.2.8 Other Impacts and Mitigations

The Lincoln County Land Act designated parcels of land throughout the County for disposal. One of these parcels lies within the Peck Allotment. Once this parcel is sold, and becomes private property there would be a new suite of impacts not addressed within this report.

The Permittee would prefer that the alignment be located as close as possible to the western boundary (Map Reference 3) of the allotment in order to prevent isolation of a narrow strip of forage.

**Table 3.2: Peck Allotment Impacted Features**

<b>Impacted Features</b>	<b>DOE Proposed Route – Eccles Alternative</b>
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)	2
Capital Improvements	0
Stockwaters within 4 miles	0
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	1
Other	2
ROW Acreage	642

**Table 3.3: Peck Allotment Mitigation Summary**

<b>Proposed Mitigation Units</b>	<b>DOE Proposed Route – Eccles Alternative</b>
Fence Construction (miles)	10.6
Fence Removal	2.25
Gates (ea)	9
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	8
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)	0
Road Crossings (ea)	1
Trail Crossings (ea)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	2

**Figure 3.1: Peck Allotment**

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3.1 Peck.pdf