

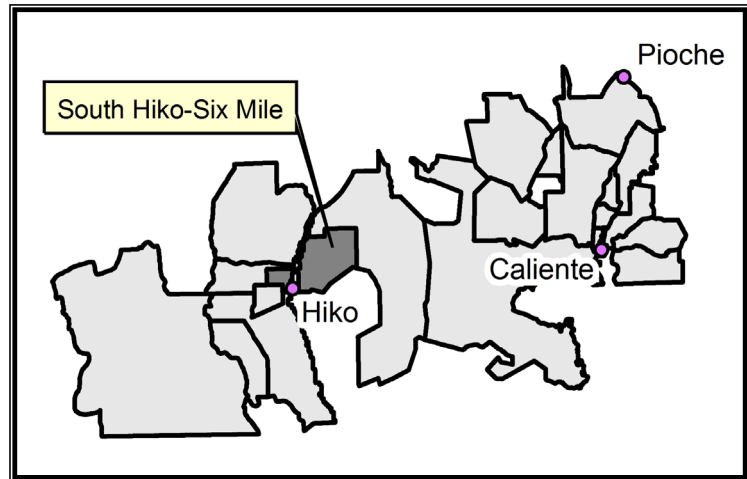
24.0 SOUTH HIKO – SIX MILE ALLOTMENT

Permittee: William J. Wright
Contact: Jay or Marjorie Wright
City/State: Buhl, ID

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

Permittee: Stewart Bros. Co.
Contact: Brent Stewart
City/State: Las Vegas, NV

Permittee: Orren Nash
Contact: Orren Nash
City/State: Hiko, NV



Base Property: Land

24.1 ALLOTMENT DESCRIPTION

The South Hiko – Six Mile Allotment consists of rangelands on the east and west sides of State Route 318 at Hiko.

Table 24.1: South Hiko – Six Mile Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
34429	0	William J. Wright	81 Cattle	3/01-4/11	112	112	0
				12/01-2/28	240	240	0
		Charles Wadsworth	50 Cattle	3/01-4/24	90	90	0
		Stewart Bros. Co.	72 Cattle	3/01-2/28	1159	859	300
		Orren Nash	12 Cattle	3/01-2/28	144	144	0

24.1.1 Grazing System

The portion of the allotment on the west side of SR 318 is referred to as the “West Pasture” and is grazed exclusively by Orren Nash. The main body of the allotment is separated by a fence into two pastures. The eastern pasture is grazed by the Stewart Brothers and the Wrights, who graze the northern portion, and Charles Wadsworth, who grazes the southwestern corner of the allotment west of the Hiko Range, uses the remainder of the allotment.

All Permittees use the allotment for spring grazing (March – April), with the exception of the Wrights who use the allotment through the winter and spring (December – April).

24.1.2 Stockwaters and Water Rights

Stockwaters in the West Pasture consist of two reservoirs, connected by pipelines to Hiko Spring. Two water hauls, one well, and one pipeline fed trough supply the water for the main body of the allotment.

24.1.3 Existing Fencing

The eastern and southern borders of the main allotment are fenced, and a pasture division fence isolates the eastern pasture. The West Pasture is entirely unfenced except for its border with the Crystal Spring allotment and portions of the pasture that abut SR 318 (which is fenced).

24.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route effectively cuts the main body of the allotment in half and isolates the northwestern corner of the West Pasture.

Rail Length Within Allotment: 10.9 miles
1,000' Construction Right-of-Way Area: 1,321.2 acres

24.2.1 Fencing Preference for Proposed Rail Alignment

The Permittees prefer that the right-of-way (ROW) be fenced provided that the fence is regularly maintained and that provisions are made to ensure the free movement of cattle within the allotment. In-rail cattleguards will be needed at the terminal end of the ROW fence and at all road crossings.

24.2.2 Impacts and Mitigation

24.2.2.1 Base Property

No base property will be impacted by the proposed alignment.

24.2.2.2 Grazing System

The proposed alignment crosses the main allotment near its center and would also run directly through Hiko Canyon, which is a critical access point and trailing route for the Wrights. Extensive mitigation would be needed to ensure that the Permittees are able to continue their operations.

In the West Pasture two underpasses will be needed to allow cattle to access the two reservoirs. Three additional underpasses will be needed to facilitate movement of cattle in the main body of the allotment. Enough space must be left through Hiko Canyon (Map Reference 1) to allow trailing of cattle.

24.2.2.3 Existing Fence and Capital Improvements

The proposed rail would cross the eastern boundary fence of the main allotment, the East Pasture fence, and the fence at the West Pasture boundary with the Crystal Springs allotment.

An in-rail cattleguard will be needed to maintain the boundary fence between the South Hiko – Six Mile West Pasture and Crystal Spring allotments and at the terminal end of the railroad ROW fence.

24.2.2.4 Stockwaters and Associated Infrastructure

Three of the stockwaters in this allotment are located within one mile of the proposed alignment and the fourth is located within four miles.

A pipeline will need to be constructed to move the watering location associated with the well to at least one mile from the proposed alignment. An additional trough and a pipeline from the well will need to be built to provide water to the area of the allotment south of the proposed rail alignment. The western water haul will need to be moved to a location at least one mile away from the proposed rail alignment. A new water haul will need to be established on the southern side of the railroad at a distance of at least one mile away. The pipeline fed trough on the southeast corner of the main allotment is located within one mile of the proposed route. Approximately three miles of pipeline and a new trough will need to be built to provide a water source for the northern portion of the East Pasture.

24.2.2.5 Road and Trails

The proposed rail alignment runs through Hiko Canyon in the same location as Hiko Canyon Road. In addition two important dirt roads are crossed in the West Pasture, two more in the main allotment, as well as two trails.

Access though Hiko Canyon must be maintained for cattle trailing purposes and water haul access. Road crossings must be established at all critical access roads. The easternmost road (Map Reference 2), which follows the eastern boundary fence of the main allotment, must support semi-truck access. Each road crossing will require an approach with a maximum 6 percent approach. Each trail will require a crossing with a maximum 12 percent approach.

24.2.2.6 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.

24.2.2.7 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.

24.2.2.8 Other Impacts and Mitigations

None known.

Table 24.2: South Hiko – Six Mile 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)	3
Capital Improvements	0
Stockwaters within 4 miles	4
Stockwaters within 1 mile	3
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	5
Trails (ea)	2
ROW Acreage	1,321

Table 24.3: South Hiko – Six Mile Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	21.6
Fence Removal	.75
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	4
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)	0
Pipeline Crossings (ea)	1
Pipeline Construction (miles)	1.25
Road Crossings (ea)	0
Trail Crossings (ea)	0
Road/Trail Realignment (miles)	3
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	5

Figure 24.1: South Hiko – Six Mile Allotment

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24.1 South Hiko-Six Mile.pdf