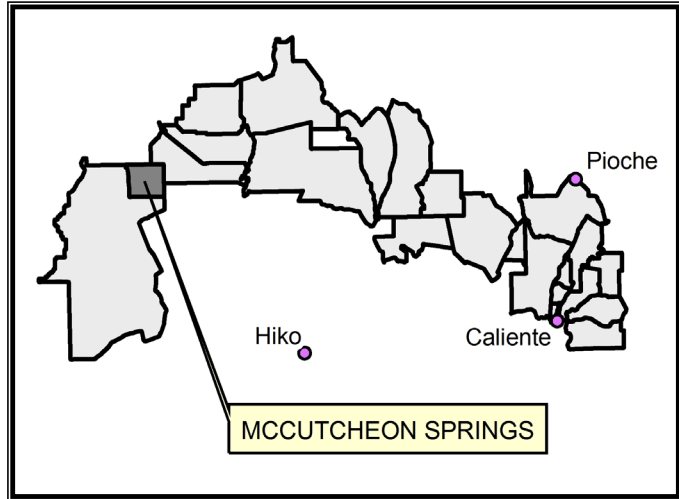


18.0 MCCUTCHEON SPRINGS ALLOTMENT

Permittee: Wright Trust
Contact: Rocky and Linda Hatch
City/State: Hiko, Nevada

Base Property: Land



18.1 ALLOTMENT DESCRIPTION

The McCutcheon Springs Allotment is located near the northeast end of Sand Springs Valley, bordering the south end of the Humboldt National Forest and the Quinn Canyon Range to the north and the Worthington Mountains to the south.

Table 18.1: McCutcheon Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
18,061	40	Wright Trust	38 Cattle	03/01 – 02/28	446	446	0

18.1.1 Grazing System

The allotment is configured as one large pasture. Cattle utilize the entire allotment for the duration of the season.

18.1.2 Stockwaters and Water Rights

McCutchen Spring is the only perennial water source within the allotment, and is centrally located.

18.1.3 Existing Fencing

The entire boundary of the allotment is fenced. There are no interior pasture fences.

18.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the McCutcheon Springs Allotment from the east just south of the northeast corner, and runs southwest across the center of the allotment exiting south of the mid point of the western boundary.

Rail Length Within Allotment: 6.47 miles
 1,000' Construction Right-of-Way Area: 784 acres

18.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee has indicated a desire not to fence the rail right-of-way (ROW).

18.2.2 Impacts and Mitigation

18.2.2.1 Base Property

No impacts to the base property are anticipated.

18.2.2.2 Grazing System

The current grazing system entails utilization of the entire allotment as a single pasture. The proposed alignment would cut the allotment almost perfectly in half resulting in a north-south division. The proposed alignment would restrict cattle movement within the allotment to some degree and isolate the water source from the southern half of the allotment.

Three cattle crossings would need to be constructed to maintain movement across the track. Crossing should consist of earthen ramps, not to exceed 25 percent grade. A new well and trough on the south side of the track would prevent the need for cattle to cross the track from the southern portion of the pasture for water. Due to the changes a revised or new allotment grazing plan would likely be required.

18.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence at both the eastern and western boundaries.

The fence crossings would require in-rail cattleguards as well as roadway cattleguards on the service road and gates (the impacts and mitigations for the eastern boundary fence have already been tabulated in the Cottonwood Allotment analysis).

18.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within a half mile of the only perennial water source within the allotment causing an increased chance for cattle collisions. The track would also create a barrier between the water and the southern portion of the allotment.

Install a new well and trough on the south side of the proposed alignment. Location to be determined once the rail centerline were staked.

18.2.2.5 Road and Trails

The proposed alignment would cross three existing trails, and parallel trails in two locations.

All trail crossings will need to be equipped with approach ramps that do not exceed twelve percent. Those portions of trail that parallel the alignment would need to be realigned to maintain access.

18.2.2.6 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.

18.2.2.7 Loss of Livestock

The proposed alignment would pose a risk of livestock death due to train collisions.

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

18.2.2.8 Other Impacts and Mitigations

The Permittee favors a route that would avoid the McCutcheon Springs Allotment, possibly through Murphy Gap as discussed in the Cottonwood Allotment assessment.

Table 18.2: McCutcheon Springs Allotment Impacted Features

Impacted Features	DOE Proposed 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)	1
Capital Improvements	0
Stockwaters within 4 miles	3
Stockwaters within 1 mile	2
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	0
Trails (ea)	3
ROW Acreage	784

Table 18.3: McCutcheon Springs Allotment Mitigation Summary

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

Figure 18.1: McCutcheon Springs Allotment

INSERT 11X17 FIGURE
18.1 McCutcheon Springs.pdf