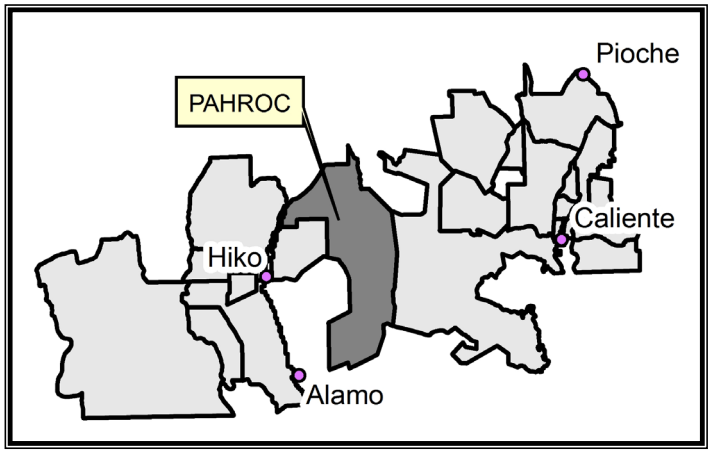
23.0 PAHROC ALLOTMENT

Permittee: Stewart Brothers Company
Contact: Brent Stewart
City/State: Afton, Wyoming

Base Property: Water



23.1 ALLOTMENT DESCRIPTION

The bulk of the Pahroc Allotment is located within the Pahroc Valley running as far north and west as White River and south to the southern end of the Pahroc Range.

Table 23.1: Pahroc Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
135,360	40	Stewart Brothers Co	399 Cattle	03/01 – 02/28	6,883	4,783	2,100

23.1.1 Grazing System

A BLM approved management plan is in place for the Pahroc and Six Mile Allotments. The plan implements a five pasture deferred rotation grazing system. Cattle are turned into the allotments on October first, and one of the five pastures is deferred during spring grazing beginning no later than April 15. Although the permit is good year-round, the Permittee typically pulls cattle off of the allotment from June through October. The five pastures consist of Six Mile, Northwest Pahroc, Northeast Pahroc, Upper South Pahroc, and Lower South Pahroc.

23.1.2 Stockwaters and Water Rights

The base property classification is 100 percent “Water” under authority of the Taylor Grazing Act. The grazing privileges in this allotment are thus attached to the various privately owned water rights within the allotment. The base property classification adds a level of value and importance to the waters and water rights beyond the level of private property rights under State Law. The consequences of adversely affecting the stockwaters is greater than if Stewart Brothers Company (SBC) had only a water right on them. Stockwater is distributed throughout the allotment by a system of improved springs, networked pipelines and troughs. The stockwaters are all vested, certified or permitted under Nevada State Water Law, and they are considered private property rights.

23.1.3 Existing Fencing

Both the east and west boundaries of the allotments are fenced near US Highway 93. Interior pasture fences are located throughout the allotment, but none near US 93.

23.2 PROPOSED RAILROAD ALIGNMENT – LINCOLN COUNTY SHORT ROUTE

The Lincoln County Short Route would run wholly through the Pahroc Northeast Pasture. The proposed alignment runs parallel to US 93 on the north side of the highway, diverging from the highway alignment where the highway turns southeast on the western edge of the allotment.

Rail Length Within Allotment: 9.31 miles
1,000' Construction Right-of-Way Area: 1,128 acres

23.2.1 Fencing Preference for Proposed Rail Alignment

The Permittee indicated a desire to fence the rail if it were to be constructed.

23.2.2 Impacts and Mitigation

23.2.2.1 Base Property

As stated in Section 23.1.2, the base property for this allotment is water. The water sources that constitute the base property are within 4 miles of the track, and the water distribution pipelines from these sources, and the stockwaters they serve are directly affected by the alignment.

See Section 23.2.2.4 for proposed mitigation.

23.2.2.2 Grazing System

The proposed alignment would be wholly within the Pahroc Northeast Pasture of the allotment as described by the BLM Grazing Management Plan. For a portion of the segment rail will have little affect on cattle movement, as US 93 is already fenced. However, where the rail diverges from the US 93 alignment cattle movement in a critical use area would be dramatically impacted, as a triangular Section of the pasture would be isolated.

The Permittee indicated a desire for an underpass in order to allow for cattle movement into and out of the isolated triangular portion of pasture. Due to the alterations caused by the rail in both the Pahroc and Six Mile Allotments, a new or revised BLM Grazing Management Plan would be required.

23.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross a fence upon entering and exiting the allotment, and run parallel to US 93 which is fenced.

Each of the two fence crossings will require in-rail cattleguards as well as a roadway cattleguard and a gate for the service road (impacts and mitigation for eastern boundary fence have already been tabulated in the Oak Springs analysis). The integrity of the fence along US 93 would have to be maintained.

23.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would cross a pipeline, which conveys water from Pahroc Springs into areas on both the north and south sides of US 93. In addition, four stockwaters are located within four miles of the proposed alignment. Of those, none are located within a mile of the track, and two will not suffer any ill effects from the rail as they are on the south side of US 93.

The pipeline crossing would need to be protected to provide continuous flows throughout construction and operation of the rail. SBC needs to be able to access the pipeline on either side of the rail, and feel that it is the rail operator's responsibility to maintain the pipeline within the right-of-way (ROW). A system needs to be worked out to allow for future pipeline crossings in the event that SBC needs to cross the rail for a new water development.

23.2.2.5 Road and Trails

The proposed alignment would run along US 93 running east-west. The alignment would cross two roads as it passes through the allotment. One of the two roads is critical for access and cattle hauling with semi trucks.

Both of the road crossings would need to be maintained with earthen approaches not to exceed six percent. The integrity of the fence along US 93 would have to be maintained.

23.2.2.6 Vegetation and Forage

Inside the 1,834 acres of ROW, there will be a permanent displacement of forage from the railroad pad, service road, road crossings, and cattle crossings. There will also be a loss of forage caused by construction activities, which may be temporary if the area can be, and is, rehabilitated and reseeded. Outside the ROW, there will be forage depletion from road construction, staging areas, material borrow areas, worker camps, and other construction related activities that will be partially permanent, and partially temporary to the extent the areas can be, and are, rehabilitated and reseeded. The loss of forage could result in a BLM Grazing Permit reduction. The Permittee indicated concern over the potential loss of white sage, a critical forage, along the alignment. The Permittee also raised concerns over noxious weeds in disturbed areas, specifically Loco Weed.

The exact amount of forage loss cannot be determined until construction is completed. Minimum mitigation entails keeping disturbance to the least amount possible during construction. The Permittee indicated a need for all disturbed areas to be reseeded, and any weed outbreaks to be sprayed and managed by the rail operator. Any livestock lost due to an outbreak of Loco Weed due to construction activities would need to be compensated for.

23.2.2.7 Loss of Livestock

The Permittee felt that a rail line would result in the loss of cattle due to collision, even with a fence.

The Permittee should be reimbursed for any loss of livestock due to railway operations. It should be the responsibility of the rail operator to maintain the fence and any associated structures.

23.2.2.8 Other Impacts and Mitigations

None known.

Table 23.2: Pahroc Allotment Impacted Features

Impacted Features	Lincoln County Short Route
Base Property (land)	0
Base Property (water within 4 miles)	2
Base Property (water within 1 mile)	0
Base Property (pipeline crossings)	1
Existing Fencing (ea)	1
Capital Improvements	0
Stockwaters within 4 miles	2
Stockwaters within 1 mile	0
Creeks (ea)	0
Pipelines (ea)	1
Roads (ea)	2
Trails (ea)	0
ROW Acreage	1,128

Table 23.3: Pahroc Allotment Mitigation Summary

Proposed Mitigation Units	Lincoln County Short Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	3
Railroad Cattleguards (ea)	1
Road Cattleguards (ea)	3
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)	1
Pipeline Construction (miles)	0
Road Crossings (ea)	2
Trail Crossings (ea)	0
Sheep Crossings (ea)	0
Cattle Crossings (ea)	0
Underpasses (ea)	1

Figure 23.1: Pahroc Allotment

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23.1 Pahroc.pdf