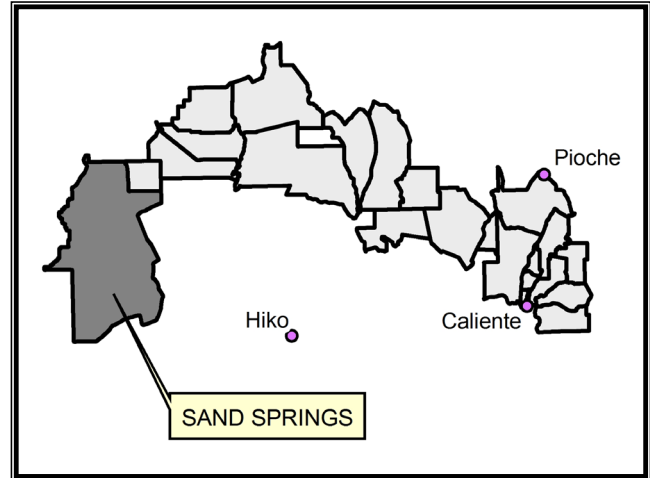


19.0 SAND SPRINGS ALLOTMENT

Permittee: Tempiute Grazing Association
Contact: Dirk and Marta Agee
City/State: Alamo, Nevada

Base Property: Water



19.1 ALLOTMENT DESCRIPTION

The Sand Springs Allotment occupies nearly all of the Sand Spring Valley running from the Quinn Canyon Range on the northern boundary to the Groom Range on the southern boundary.

Table 19.1: Sand Springs Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
231,907	7,757	TGA	1,518 Cattle	03/01 – 02/28	10,000	7,005	*2,995

*3,000 Temporary non-renewable AUMs only usable in good years.

19.1.1 Grazing System

The allotment is configured as one large pasture. Cattle utilize the entire allotment during continuous winter grazing.

19.1.2 Stockwaters and Water Rights

The base property 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 TGA has developed an elaborate stockwater system. The system consists of over 135 miles of pipelines and dozens of troughs, and storage tanks. The system originates from a highly productive spring near the US Forest Service boundary on the north end of the allotment. The water is piped down gradient to the south and branches into multiple distribution pipelines. The system is authorized by the BLM under a Cooperative Agreement, and by the Nevada Division of Water Resources under Nevada State Water Law.

19.1.3 Existing Fencing

The boundary of the allotment is fenced in areas that are passable by cattle. The remainder of the allotment boundary consists of rugged topography. Several interior pasture fences and drift fences are scattered throughout the allotment as well.

19.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the Sand Springs Allotment from the east within the northeast corner, and runs southwest across the northern portion of the allotment exiting the western boundary of the allotment at the Lincoln / Nye County line.

Rail Length Within Allotment: 13.38 miles
1,000' Construction Right-of-Way Area: 1,622 acres

19.2.1 Fencing Preference for Proposed Rail Alignment

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

19.2.2 Impacts and Mitigation

19.2.2.1 Base Property

The base property classification is 100 percent water under authority of the Taylor Grazing Act. The consequences of adversely affecting the stockwaters are thus greater than if the TGA had only a water right on them. The proposed alignment would cross multiple pipelines, and within close proximity to an array of stockwaters that compose the base property of the allotment.

See Section 19.2.2.4 for impacts and mitigations required for the stockwater system.

19.2.2.2 Grazing System

The current grazing system entails utilization of the entire allotment as a single pasture. The proposed alignment would cut across the northern portion of the existing allotment isolating a smaller portion of the allotment to the north of the alignment from the bulk of the allotment to the south. Even without fencing the proposed alignment and rail would present a barrier and would interfere with cattle movements and grazing habits to some degree. The deeper the cuts and fills the higher the level of interference.

Cattle crossings would need to be constructed to maintain movement across the rail. Crossing should consist of earthen ramps, not to exceed 25 percent grade. Crossings should be spaced at half-mile intervals between and in addition to the road crossings resulting in a need for approximately fourteen crossings.

19.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence at both the eastern and western boundaries. The proposed alignment would also cross a drift fence on the western portion of the allotment.

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

19.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within four miles of twenty-three stockwaters, and within one mile of nine of those. Those stockwaters within one mile are of greatest concern due to congestion and increased use near the rail, increasing the potential for collisions. The alignment would also cross four pipelines.

All waters located within 1 mile of the final alignment would need to be relocated to maintain at least 1 mile between the water and the rail. Any wells drilled for construction purposes within the allotment should be deeded to the Permittee following construction for stockwater use. This will also be beneficial to DOE, as abandonment fees for the wells could be avoided. All pipelines will have to be protected, and flows maintained throughout construction and operation of the rail. Any changes or alterations to the current water distribution system may require a new or revised BLM agreement.

19.2.2.5 Road and Trails

The proposed alignment would cross four existing trails, and one road. Two portions of trail would run parallel to the alignment.

One of the trails could be realigned to avoid a crossing. All other trail crossings will need to be equipped with approach ramps that do not exceed twelve percent. All road crossings will need to be equipped with approach ramps that do not exceed six percent. Approximately one mile of trail would need to be realigned.

19.2.2.6 Vegetation and Forage

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

19.2.2.7 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.

19.2.2.8 Other Impacts and Mitigations

The TGA requests that they be given the opportunity to review the construction plans in draft stage to give them the opportunity to negotiate or have input into details that are difficult to foresee in advance.

The TGA is concerned about what steps will be taken to police the leisure time of construction crews camped in the field in order to minimize pilfering and vandalism of private property that is scattered along the proposed alignment. They request to be informed of the policing measures that will be taken.

Table 19.2: Sand Springs Allotment Impacted Features

Impacted Features	DOE Proposed Route
Base Property (land)	0
Base Property (water within 4 miles)	23
Base Property (water within 1 mile)	9
Base Property (pipeline crossings)	4
Existing Fencing (ea)	2
Capital Improvements	0
Stockwaters within 4 miles	23
Stockwaters within 1 mile	9
Creeks (ea)	0
Pipelines (ea)	4
Roads (ea)	1
Trails (ea)	3
ROW Acreage	1,622

Table 19.3: Sand Springs Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	2
Railroad Cattleguards (ea)	2
Road Cattleguards (ea)	2
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	0
Troughs (ea)	9
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	1
Pipeline Crossings (ea)	4
Pipeline Construction (miles)	8
Road Crossings (ea)	1
Trail Crossings (ea)	2
Toad/Trail Realignment (miles)	1
Sheep Crossings (ea)	0
Cattle Crossings (ea)	14
Underpasses (ea)	0

Figure 19.1: Sand Springs Allotment

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19.1 Sand Springs.pdf