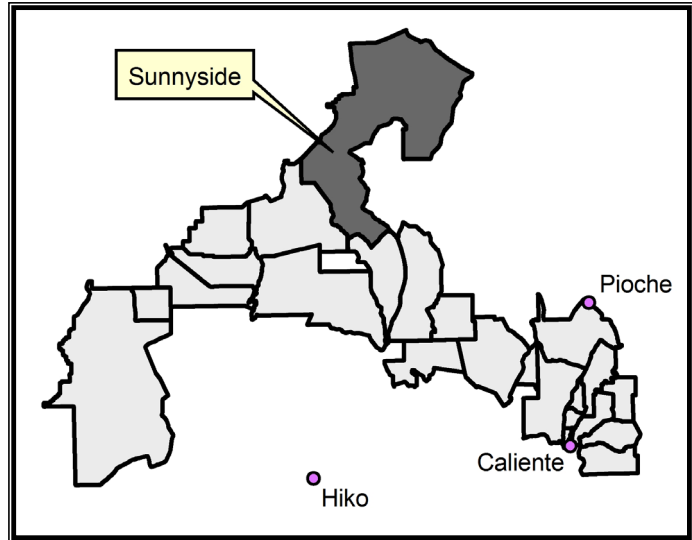


12.0 SUNNYSIDE ALLOTMENT

Permittee: Bruce and Pamela Jensen
Contact: Bruce and Pamela Jensen
City/State: Lund, Nevada

Base Property: Land



12.1 ALLOTMENT DESCRIPTION

The Sunnyside Allotment is located primarily within the White River Valley, with a portion of the allotment extending east into the Egan Range. The area of interest within the allotment is situated within the southern portion of White River Valley to the west of State Route 318.

Table 12.1: Sunnyside Allotment Details

ALLOTMENT ACRES		GRAZING PERMIT					
Public	Private	Number/Type of Livestock		Season of Use	AUMs		
					Total	Active	Suspended
224,508	4,234	Jensen	539 Cattle	06/01 – 03/31	5,402	5,402	0

12.1.1 Grazing System

The Sunnyside Allotment is run as part of a rotational system with the Hardy Spring and Shingle Pass Allotments. The Sunnyside Allotment itself is run as a single large pasture, and is not divided into interior pastures.

12.1.2 Stockwaters and Water Rights

In the southern portion of the allotment there are six primary stockwaters. White River proper flows seasonally through the center of the allotment. Cattle use this water source on both public and private property. Water is also released annually from the state-owned Kirch Wildlife Management Area, which floods the White River Flats and fills a stockwater pond (Map Reference 1). There are also two stockwater wells located in this area (Map References 2 & 3). In some years, water is hauled to the mid-elevation rangelands within the allotment (Map Reference 4). Operators also rely on seasonal moisture in the winter to help distribute cattle.

12.1.3 Existing Fencing

On the southern portion of the allotment, both the south and east boundary lines are fenced. There are no interior pasture fences.

12.2 PROPOSED RAILROAD ALIGNMENT – DOE PROPOSED ROUTE

The DOE proposed alignment would enter the Sunnyside Allotment from the south running northwest, and exiting the southwester portion of the allotment just north of the Needles Allotment.

Rail Length Within Allotment: 10.9 miles
1,000' Construction Right-of-Way Area: 1,321 acres

12.2.1 Fencing Preference for Proposed Rail Alignment

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

12.2.2 Impacts and Mitigation

12.2.2.1 Base Property

No impacts to the base property are anticipated.

12.2.2.2 Grazing System

The cattle within the impacted portion of the allotment will water in the lower reaches of the allotment and graze upslope to the south and west. Typically they will graze within large wash areas, where they are restricted due to steep wash walls until they gain elevation. The proposed rail would isolate a strip (Map Reference 4) approximately 1.5 to 2.5 miles wide of upland grazing area and cut between it and the water sources located lower in the valley. The proposed rail would pose a serious barrier to cattle movement, resulting in heavy use of the lower portions of the allotment to the northeast of the rail, and the potential for trapping cattle without water in the washes to the southwest of the rail.

The Permittee would prefer a series of trestles or underpasses to allow for the free movement of cattle from one side of the track to the other. The number of trestles or underpasses would have to be determined after the centerline of the rail were staked. Trestles will have to be used in areas where fills are large, as cattle are hesitant to cross through long underpasses that are more like tunnels. The Permittee was also open to at-grade cattle crossings along the ridge tops, which would likely be used more by the wild horses in the area. For tabulation purposes, 19 cattle crossings were tallied assuming half-mile spacing between road and trail crossings. Due to the changes within the allotment, a new or revised BLM grazing plan would likely be required.

12.2.2.3 Existing Fence and Capital Improvements

The proposed alignment would cross the allotment fence on the southern boundary.

The fence crossing would require an in-rail cattleguards as well as roadway cattleguards on the service road and a gate (impacts and mitigation for this have already been tabulated within the Timber Mountain Allotment Analysis).

12.2.2.4 Stockwaters and Associated Infrastructure

The proposed alignment would run within 4 miles of 5 stockwaters, and within 1 mile of one well and pond. The biggest problem with the proposed rail is the fact that it will isolate the water in the lower portion of the allotment from the upland grazing areas.

As discussed in Section 12.2.2.2, cattle crossings will be needed to connect upland grazing areas with water sources. Additionally, wells should be explored in the upland areas to determine if new wells would be feasible on the southwest side of the tracks in the upland grazing areas. If not, water haul ponds would have to be developed resulting in dramatic operational costs. For tabulation purposes, one well and five new unspecified stockwaters were assumed at approximately 1-mile spacing (Map Reference 5).

12.2.2.5 Road and Trails

The proposed alignment would cross one existing road and three existing trails.

All road and trail crossings will need to be equipped with approach ramps that do not exceed six percent for roads and twelve percent for trails.

12.2.2.6 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. In addition, the proposed alignment would isolate nearly 14,000 acres of upland grazing area from water sources.

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. The Permittee would also be acceptable to establishing new deeded pivots to compensate for lost forage.

12.2.2.7 Loss of Livestock

The Permittees expressed concern over the potential loss of livestock due to train collision.

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

12.2.2.8 Other Impacts and Mitigations

None known.

Table 12.2: Sunnyside 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)	0
Capital Improvements	0
Stockwaters within 4 miles	5
Stockwaters within 1 mile	1
Creeks (ea)	0
Pipelines (ea)	0
Roads (ea)	1
Trails (ea)	3
ROW Acreage	1,321

Table 12.3: Sunnyside Allotment Mitigation Summary

Proposed Mitigation Units	DOE Proposed Route
Fence Construction (miles)	0
Fence Removal	0
Gates (ea)	0
Railroad Cattleguards (ea)	0
Road Cattleguards (ea)	0
Grazing Management Plan	1
Corral Relocation	0
Chute Relocation	0
Wells (ea)	1
Troughs (ea)	0
Springs (ea)	0
Creek Crossings (ea)	0
Unspecified Stockwaters (ea)	5
Pipeline Crossings (ea)	0
Pipeline Construction (miles)	0
Road Crossings (ea)	1
Trail Crossings (ea)	3
Sheep Crossings (ea)	0
*Cattle Crossings (ea)	19
Underpasses (ea)	0

- * The number and type of crossings would have to be determined after the centerline is staked. There is the potential for crossing up to 33 different drainages. The Permittee would prefer either underpasses or trestles as cattle may avoid long tunnel-type underpasses. Calculation was based on 0.5-mile spacing between road and trail crossings.

Figure 12.1: Sunnyside Allotment

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12.1 Sunnyside.pdf