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& Tam T.

**VALLEY CAMP OF UTAH, INC.** File AET/007/001

Scofield Route  
Helper, Utah 84526

Folder No. 3

4 May 1983

**JIM**  
**MAY 10 1983**

Mr. Milton A. Oman  
1714 Millcreek Way  
Salt Lake City, Utah 84106

Re: Paving of Belina Mine Road

Dear Mr. Oman:

Pursuant to a Lease Agreement dated August 14, 1975, entered into by and between Milton A. Oman and Bessie G. Oman, and Kanawha and Hocking Coal and Coke Company, access to lessee's mining property was gained through the granting of a right-of-way through Sections 19 and 20, and a portion of Section 30, T13S R7E SLBM.

Additional and extended privileges and usages related to general mining activities were also given in consideration of the terms and provisions of said lease.

Valley Camp of Utah, Inc., as operator of the Belina Mines and recipient of privileges pertaining to mining contained within the August 14, 1975, agreement, through a sub-lease dated January 1, 1981, by and between Kanawha and Hocking Coal and Coke Company, "lessor", and Valley Camp of Utah, Inc., "lessee", has had exclusive control over the access road connecting the lessee's mining operations with Eccles Canyon. This road was constructed in 1975, and has been maintained as a gravel surface road. This particular type surface has been very costly and difficult to maintain. Winter time maintenance has consisted primarily of blowing the snow from the road on to the downslope, while summer-fall maintenance required constant wetting and grading of the surface. In addition, the outlet ends of the culverts were "bagged" and rock riprapped check dams and flow aprons placed below each culvert in an effort to control runoff sediment.

All the above procedures are accepted practices in the control of dust and erosion; however, it has become in

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creasingly difficult to maintain the road to a condition which allows maximum use.

In consideration of possible gains, both environmentally and operationally, Valley Camp has enlisted an engineering firm for design and construction management of minor re-alignment and surfacing of the Belina road. Realignment would essentially be the straightening of three (3) curves and would be accomplished by placing bin walls or retaining baskets on the downhill side of each curve, and the trimming of uphill slopes on "lead in" approaches for each curve. This approach would minimize earthmoving requirements and environmental disturbances in the most effective manner.

The roadway, as proposed, would consist of six (6) inches of Bituminous Surface Course placed upon twelve (12) inches of Untreated Base Course with a fabric sealer placed below the Base Course. The paved roadway section would be twenty-four (24) feet wide, sloped to the inside at 0.020 percent to a six (6) foot wide concrete lined ditch. Inlets from the concrete ditch into cross drain culverts would be equipped with sediment boxes and culvert discharges would be directed through rock riprapped energy dissipators.

Through this design, we feel as though an eighty percent (80%) reduction of sediment from road effluent may be obtained from surface run-off alone.

Unless otherwise instructed, all trees exceeding five (5) inches in diameter at the base cut by the lessee, in conjunction with such re-construction, will be placed at a location designated in the original lease.

If you so desire, a complete set of design drawings, as approved by the regulatory agency, will be sent to you upon request.

A tentative beginning construction date of May 23, 1983, is presently forecast.

It is hoped that our plans for paving the Belina road will meet with your approval in consideration of both present and post-mining employment.

If you have comments or questions concerning this matter, please feel free to contact either myself or Mr. Walter L. Wright, Vice President of Valley Camp of Utah, Inc.

Mr. Milton A. Oman

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Sincerely,

A handwritten signature in cursive script, appearing to read "T. G. Whiteside".

T. G. Whiteside  
Chief Engineer

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