

# VALLEY CAMP OF UTAH, INC.

Scofield Route  
Helper, Utah 84526

4 May 1983

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Mr. Robert G. Hammond  
2912 Redwood Avenue  
Costa Mesa, California 92626

**DIVISION OF  
OIL, GAS & MINING**

Re: Paving of Belina Mine Road

Dear Mr. Hammond:

Pursuant to 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), Valley Camp has been granted exclusive use, possession and occupancy of property owned by Ms. Della Madsen, Hilda M. Hammond and yourself. Such sub-lease is subject to all of the terms and conditions of a lease dated January 1, 1979, by and between Della L. Madsen, Robert G. Hammond and Hilda M. Hammond as lessors therein, and Kanawha and Hocking Coal and Coke Company as lessee.

One of the principal uses of the property thus far has been utilization of rights of construction, operation and maintenance of an access road for purposes of ingress and egress to and from the Belina Mines, for transportation of men, materials, supplies and coal.

This road, which passes diagonally through the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 19 in a northeasterly direction, has been maintained as a gravel surface since its construction. This particular type surface warrants a great deal of maintenance in both summer and winter due to dust and mud problems. Needless to say, it also contributes to additional environmental concerns due to required wetting and snow removal activities.

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. Re-alignment would essentially be the straightening of three (3) curves and would be accomplished by placing bin walls

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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.

As of this date, a tentative beginning construction date of May 23, 1983 is proposed.

It is hoped that paving of this road will meet with your approval in view of the environmental enhancement it will provide.

Should you have questions or comments concerning this project, please feel free to contact me.

Sincerely,



T. G. Whiteside  
Chief Engineer

Copy to: Della L. Madsen  
Division of Oil, Gas & Mining ✓