

October 10, 1986

TO: Coal File

FROM: D. Wayne Hedberg *DWH*

RE: Final Reclamation Inspection, Beaver Creek Coal Company, Wildhorse Ridge Exploration Road Facility, ACT/015/007, CEP/015/007 and PRO/015/001, Emery County, Utah

Division staff Wayne Hedberg, David Cline, Lynn Kunzler and Holland Shepherd met with Beaver Creek Coal Company representative Dan Guy at the Wildhorse Ridge road exploration site for the purpose of inspecting the final stabilization/reclamation work which had been performed during the month of September 1986.

Upon observation of the two lower twin culverted crossings under the exploration road, it was noted that some additional riprapping of the headwall area around the entrance to each of the culverts was necessary. Also, the lowest twin culverted section was exhibiting signs of piping beneath the culverts. Mr. Guy committed to having personnel perform the additional riprap lining work and to pour additional concrete at the culvert entrance to cut off the piping problem.

A series of storms which has occurred since the latest reclamation work has been completed. One storm measured at the Co-Op Mine site across the canyon from the Wildhorse Ridge road, recorded 1.9 inches of rainfall, which is likely in excess of the 10-year, 24-hour event. For the most part, the road and reclamation work has held up quite well under the sequence of storms that had occurred in the last 2-3 week period.

The lower section of road below the two culverted crossings is constructed in material of higher alluvial composition and higher proportions of soil material than the upper reaches of the exploration road. This section had eroded to a minor extent. The steeper, more rocky switchback sections of the road located higher up in the watershed exhibited little sign of erosion. Overall, the reclamation work looked good. Some minor seed germination was noted to have already occurred within the lower sections of the road. Provided cooler weather and snowfall cover occurs in the not-too-distant future, there should be little problem with freezeout of the seedlings that have already sprouted.

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The riprapped water bars appear to be functioning quite well, especially in the higher sections of the road. The water bars in the lower sections were lined with less angled and more rounded river rock. The lined water bars on the upper sections of the road above the two culverted sections utilized existing natural angular rock which appears to be functioning somewhat better than the rounded river rock in the lower portions of the road.

The stream crossing of Bear Creek at the lower access point to the exploration road has been modified to a certain extent, based upon recommendations from the State Engineer's Office of the Price District. Substantial flows have obviously occurred in Bear Creek since the reclamation work and some sediments and associated downfall have already been detained by the rock material which was placed in the stream channel.

It was also noted that the gate at the lower entrance to the road was not locked. It could not be determined whether the gate was intentionally left open, or if someone had forced entry through cutting the chain. Mr. Guy stated that the chain and lock would be repaired as soon as possible so that vehicular travel on the reclaimed road would be prohibited. The technical staff informed Mr. Guy we would try and provide our written findings of the site inspection within two weeks.

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