

April 7, 1987

TO: Coal File

FROM: D. Wayne Hedberg, Data Management Coordinator *DWH*

RE: Field Inspection, Wildhorse Ridge Exploration Road,  
CEP/015/007, INA/015/007, PRO/015/001, Emery County, Utah

On July 17, 1986, Division representatives Wayne Hedberg, Sue Linner, David Cline, Randy Harden, and James Leatherwood, met with Mr. Dan Guy from Beaver Creek Coal Company at the site of the Wild Horse Ridge exploration road for the purpose of reviewing the current conditions with the proposed plans for upgrading the road to Class II standards.

An initial concern was the crossing of Bear Canyon Creek where two 48-inch culverts are proposed to handle the streamflow. The inlet to the existing 48-inch culvert is heavily silted in. The suggestion was made that upon implementation of the additional 48-inch culvert that a riprapped wing wall in that structure be constructed with the possibility of adding a trashrack to avoid the potential for culvert plugging.

Mr. Guy agreed to consider this as part of the proposal. There are two intermittent stream crossings on the lower east fork of Bear Canyon Creek, which pass under the exploration road. Each crossing has a 36-inch culvert presently in place. Plans were discussed to implement an emergency overflow structure which could be a riprapped swale in each of these crossings, while leaving the existing culverts in place. Presently, the culverts are buried by 5 to 6 feet of fill. In all, there are four (4) stream channel crossings that are currently culverted above the main channel. Two are 36-inch culverts and two are 24-inch culverts. The best solution appears to leave those four primary culverts in place, and to implement an armored swale as an emergency overflow should the culverts become plugged in the future.

Some additional work needs to be performed on the inlet ends to the culvert as currently, the majority of these culverts are partially blocked with debris, or bent.

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Above the first switchback where the road starts to steepen, a concern was raised on the type of channel lining which might be required to control excess erosion in the drainage ditches. The possibility of utilizing a filter fabric was discussed for the steeper sections of the road. The areas where the road grade exceeded 10 percent up to and in excess of 18 percent, it was discussed that the number of water bars probably should be increased beyond the 200 foot increment as proposed in the latest plans.

Dan Guy requested the Division's opinion on whether an asphalt impregnated fiber might be approved for use in lining the water bars that are proposed for the road. The Division committed to take this under consideration in developing their final comments on the proposal presently under review. Mr. Guy was informed that following the site visit, the technical reviewers would prepare appropriate comments to be forwarded to the company with recommendations for any changes which might be warranted.

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