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CalMat Co

P.O. BOX 947, COLTON, CALIFORNIA 92324/(714) 825-4260

File Act 1015/007 #2


May 30, 1990

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DIVISION OF
OIL, GAS & MINING

State of Utah
Division of Oil, Gas & Mining
355 West North Temple
3 Triad Center, Suite 350
Salt Lake City, UT 84180-1203

Attn: Pamela Grubaugh-Littig
Permit Supervisor

Re: Your letter dated May 10, 1990

Dear Pam:

All items in the above referenced letter requiring attention have been completed. See attached copy (inspection report) from our consultants, Jbr (Karla Knoop, Hydrologist), indicating procedures used to complete necessary repairs.

Yours truly

John W Rains

John W. Rains
Chief Mining Engineer

/kew
Attch.

xc: William Malencik
Division of Oil, Gas & Mining
College of Eastern Utah
451 East 400 North
Price, Utah 84501

HIDDEN VALLEY MONITORING
May, 1990

The Hidden Valley site was visited twice during the month of May: May 11th and May 22nd. At these visits, the water monitoring, the monthly inspection, and necessary repairs were accomplished.

As the latest DOGM report mentioned, some plant growth has occurred this month, probably in response to a late-April rainstorm that occurred over the region. Some vegetation is coming up through the matting -- predominantly weeds, but also some grass, saltbush and winterfat were noted. Areas seeded in previous years are also experiencing growth. Some grasses that were thought to have been lost last summer are producing new growth. The road is still mostly bare, except for weed growth.

Soil moisture during the visit on the 22nd was low, with the soil being virtually dry in the upper 6-8 inches.

Runoff and sediment control structures are all functioning well since no runoff has occurred since last fall's repair work.

The erosion control matting has been repaired/replaced in areas where it had been windblown this spring. Longer staples were not used since in many areas the ground is rocky/compacted. It is difficult even to install the 6-inch staples without bending them. However, staples were placed closer together to provide a better anchoring.

Fence posts were driven into the low section of the road barrier above the gate to deter traffic.

A new mine identification sign was installed. This sign now has two posts rather than one center post, so wind damage should be reduced.