

December 3, 1985

TO: Coal File

FROM: David M. Wham, Reclamation Hydrologist *DMW*

RE: Sediment Pond Access Road, Utah Power & Light Company, Des-Bee-Dove Mines, ACT/015/017, #3, Emery County, Utah

On November 18, 1985, Division personnel Lowell Braxton, Wayne Hedberg, Kathy Mutz, Pam Grubaugh-Littig and Dave Wham met at the Division's offices with Larry Guymon and Val Payne of Emery Mining Corporation (EMC). The purpose of the meeting was to discuss abatement plans addressing Notice of Violation (NOV) N85-2-22-1 concerning the Des-Bee-Dove sediment pond access road.

EMC had originally intended to abate this violation by constructing a new access road to the sediment pond and reclaiming the existing road as part of a wildlife mitigation plan for the Wilberg waste rock site. Mr. Guymon informed the Division that plans to construct the new road had been dropped and that EMC intends to address this violation by upgrading the existing road.

Mr. Guymon requested that the Division view the access road as a Class III Road, arguing that EMC only used the road on an infrequent basis to remove accumulated sediment from the pond. The Division agreed to Class III Road standards and requested that past use on the road be documented. The Division also requested that the following information be included in the abatement plan: 1) a horizontal profile of the road and detailed plans of critical sections, 2) Bureau of Reclamation clearance for upgrade and use, and 3) a reclamation plan. Mr. Guymon agreed to submit an updated proposal addressing the violation by December 13, 1985.

On November 20, 1985, Division technical staff members Dave Hooper and Dave Wham met onsite with Mr. Payne to inspect the access road and discuss possible abatement alternatives.

The access road crosses three significant ephemeral drainages and several smaller channels throughout its length. In general, the road lacks adequate drainage structures. As a result, runoff is often concentrated on the roadway, causing erosion of the road surface as well as downslope areas where such flow eventually exits from the road.

Page 2  
Memo to file  
ACT/015/017  
December 3, 1985

It was agreed that installing a combination of roadside ditches, cross drain swales or culverts, and protected outlet structures would address the Division's concerns in this matter. It was also agreed that the three major ephemeral drainages may be crossed with armored swales instead of culverts.

btb  
cc: Val Payne  
Lowell Braxton  
Wayne Hedberg  
Dave Hooper  
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