

Rd 65 to its terminus at the cut slope above the bathhouse used for conveyor maintenance, (iv) the alluvial road past the double gate to the wells, (v) the road to the north of the slot storage bench and (vi) the road to the B-Vent shaft. These roads meet the requirements of Rule 4.03.3.

A light use road approximately 2410-feet long and 12-feet wide was constructed from the existing Deserado Mine Haul Road to the B-Vent Shaft (Maps 151 and 152). Similarly, 6000' of light use roads connect County Rd 65, RDH-3, SH-1, SH-2, and B-Vent Shaft #2 to the haul road. These light use roads are graveled to allow all weather access to these sites (Map 155).

Construction specifications were in accordance with applicable sections of the regulatory agency design criteria listed above. Each construction contract document bound the contractor to the applicable sections of the regulatory documents pertaining to construction. The initial construction activity consisted of clearing and grubbing all woody vegetation from the construction right-of-way. The material cleared and grubbed was piled in areas off the right-of-way so as to be useful habitat in promoting wildlife. Next, topsoil was removed and stockpiled close to the access road and in areas not affected by erosion. Such construction method will be followed for all roads except light use roads where topsoil removal will not take place except as necessary per section 4.03.3(3)(f).

The stockpile locations and volumes are shown on the plan and profile drawings. Following removal of woody materials and topsoil, grading operations for cut and fill sections started for the road and conveyors. Culverts were installed and bedded in low areas along the slope of the existing drain channel. Additional culverts to satisfy grade requirements were installed during this operation, with proper collection drains on the downstream side leading to natural drainage basins. Runoff calculations are discussed in another section of this permit application.

After the grading was completed, the drainage ditches were installed, surface of the roadway graveled and cut and fill sections topsoiled with the material taken from the stockpile. During all the above operations, the design engineer's construction inspectors monitored the work to assure compliance with all regulatory agency requirements. Soils test for compaction and gradation were a part of the inspection activity. Access and maintenance roads are maintained by periodic regrading of the gravel surface and regravelling as required. Ditches and culverts are cleared periodically to assure proper drainage. Since the maintenance road receives very little traffic, dust control is not used. The access road surface is watered and treated as required for dust control.

Culverts and ditches were designed as discussed in Section IV.D.2. Drainage areas for culverts and ditches are shown on Maps 23, 86, 162, and 165. Construction methods were similar to that discussed for the haul road. Only authorized personnel use the access road to the explosives storage area.