



CONTACT INFORMATION
Mining Records Curator
Arizona Geological Survey
3550 N. Central Ave, 2nd floor
Phoenix, AZ, 85012
602-771-1601
<http://www.azgs.az.gov>
inquiries@azgs.az.gov

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RECEIVED NOV 2 1978

Feb. 7, 1978

Mr. Hal Rainey
Manager of Lands
Union Oil Center
P.O. Box 54945
Los Angeles, Calif. 90054

H. M. RAINEY

FEB - 9 1978

Dear Hal.

Having not heard from you or Minerals Exploration Co., we are revoking our previous offer that involves our property in your Anderson Mine Project.

Because of our tax situation involving the ranch property, we would only consider a land swap arrangement. Due to the unavailability of numerous ranches to replace our property, I draw your attention to a ranch located in Congress, Az. and owned by the Coughlin Cattle Co., P.O. Box 8, Congress, Az. 85332. The owner is Mr. Jim Coughlin, P.O. Box 278, Yarnell, Ariz, 85362. This ranch is

presently for sale and under the present circumstances would be our only concession at this time.

As I stated in our last conversation, I am not at all happy with the "imposition and aggravation" that has been placed on us and our property. The ultimate plans for this project appear to be greater than originally projected, so with this in mind I don't feel we can conduct our business in the face of your future plans.

Again let me repeat, we will consider a land swap arrangement of a suitable replacement ranch within the general location of our present location. The sooner this arrangement is accomplished, the sooner Mineral Exploration can get on with their plans.

Awaiting your reply, I remain.

Very truly yours,
Jim & Gayle Thompson

Minerals Exploratory Company
P.O. Box 50324
Mine Development Group
1846 W. Grant Road, Suite 108
Tucson, Arizona 85705
Telephone: (602) 884-8073

union
MINERALS

February 15, 1978

Yavapai County Board of Supervisors
Yavapai County Courthouse
Prescott, Arizona 86301

Gentlemen:

Minerals Exploration Company is presently evaluating property in Township 11 North, Range 10 West in Yavapai County for purposes of mining uranium. Although feasibility studies have not been completed, Minerals Exploration Company has begun layout and design work on an access road from US Highway 93 to the proposed project site. This proposed access road is approximately 13 miles long and can be seen on the attached map.

After completion of the construction of the road, the road will be turned over to Yavapai County as a County Secondary at no cost to Yavapai County. Therefore, this road will be designed and constructed as approved and accepted by the Yavapai County Engineer. Due to the low daily traffic volume (approximately 150 cars and four trucks per day), the road will be designed using a 26 foot paved roadway width with a 24 foot traveled way and a four foot safety shoulder. The attached typical roadway cross sections will be used in the design and are submitted for your review.

The present Yavapai County Minimum Standards for Subdivision Streets is a 28 foot paved roadway width. Minerals Exploration Company requests a variance from this roadway width of 28 feet to a 26 foot paved roadway width. This variance is requested because Minerals Exploration Company has determined the 26 foot width is adequate due to low traffic density and because the 28 foot standard is for city streets and not intended for highway use.

If you require more information or need any other supportive information to grant this variance, please do not hesitate to contact me.

Sincerely yours,

MINERALS EXPLORATION COMPANY



G.C. Dohm, Jr.
Manager, Mine Development

GCD/p
Enclosure

DECONCINI, DONALD BRAMMER & YETWIN, P. C.
ATTORNEYS AT LAW
100 NORTH STONE AVENUE
TUCSON, ARIZONA 85701

EVO DECONCINI
JOHN R. McDONALD
J. WM. BRAMMER, JR.
RICHARD M. YETWIN
JOHN C. LACY
ROBERT M. STRUSE
WILLIAM B. HANSON

TELEPHONE
623-3411
AREA CODE 602

February 21, 1978

Mr. Bill Fish
Arizona State Land Department
State Office Building
1624 West Adams Street
Phoenix, Arizona 85007

Re: Right-of-Way, Minerals
Exploration Company

Dear Bill:

Confirming our conversation, I would appreciate it if one of your staff could be available to accompany personnel of Minerals Exploration Company to show you the route of a proposed right-of-way from State Highway 93 to their Anderson Mine property. The right-of-way will cross both BLM and State land, and we are hoping to have representatives of both the State and the BLM available at the same time.

Mr. Terry Larson of Minerals Exploration Company's Tucson office will conduct the "tour" and is presently planning on meeting everyone at Milepost 170 on State Route 93 at 9:00 a.m. on Tuesday, February 28.

Milepost 170 is north of Wickenburg six miles beyond the Alamo turnoff. It is a rest area on the left side of the road.

Thank you for your assistance in this matter.

Very truly yours,

John C. Lacy

JCL:crl
cc: Terry Larson

C
O
P
Y

TO: ANDERSON URANIUM PROJECT FILE

DATE: April 3, 1978

FROM: ✓ Terry L. Larson
Environmental Engineer

SUBJECT: Arizona Game and Fish
comments on Access
Road

On March 31, 1978 I met with Mr. James Crisp, Land Specialist, of the BLM in Phoenix. During our discussion concerning the access road, he noted that the Arizona Game and Fish Department had written a letter to the BLM on the road. Enclosed is a copy of this letter.

Mr. Crisp also stated that even though we will apply for one specific route, they will have to look at other possible route locations in their environmental statement to show why the route MEC has selected is the best route in terms of cost and impact especially to wildlife. He also stated that BLM wildlife personnel lean toward the opinions and attitudes expressed in the letter. Mr. Crisp stated that he would ask for my assistance in evaluation of alternative routes. I informed him that I have already begun work preparing a document on alternate routes to support the access road application. This additional document will be submitted after the actual access road application is made to BLM via Yavapai County due to the AAEC license application time requirements.

cc: w/attachment
F. J. Buchella, Jr.
G. C. Dohm, Jr.
R. J. King, Jr.

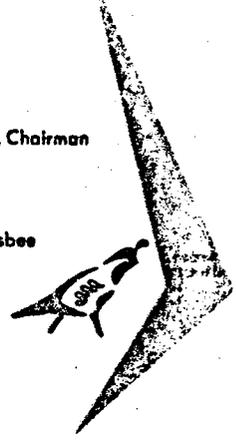
bcc: w/attachments
George Bennett

Governor
BRUCE E. BABBITT

Commissioners:
FRANK FERGUSON, JR., Yuma, Chairman
MILTON G. EVANS, Flagstaff
C. GENE TOLLE, Phoenix
WILLIAM H. BEERS, Prescott
CHARLES F. ROBERTS, O.D., Bisbee
Director
ROBERT A. JANTZEN

Asst. Director, Operations
PHIL M. COSPER

Asst. Director, Services
ROGER J. GRUENEWALD



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85022
REC'D. MAR 21 1978 BLM-PC

March 20, 1978

Mr. W. K. Barker, District Manager
Bureau of Land Management
Phoenix District Office
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Dear Mr. Barker:

what's the latest on the proposed road?

| ROUTE TO | COPY TO | SECTION | INFO. | PREP. AND I |
|------------|---------|---------|-------|-------------|
| FIST. MCR. | | | 1 | |
| SEC. DIST. | | | | |
| ALLOIN. | | | | |
| OPERATIONS | | | | |
| ES. MGT. | | | 3 | |
| PLANNING | | | | |
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| PRA | | | | |
| ARRA | | | | |

On February 28, 1978 one of our Wildlife Managers, Will Hayes, met with Terry Larson of Union Oil and Bob Furlow of your office. The field meeting pertained to a proposed access road to the Anderson Mine.

Our Department is very concerned about the location of this road and the apparent justification for the proposed alignment. We were informed that the existing road access was inadequate, both from the increased distance and the additional cost necessary to bring it up to specification.

If this proposed road were completed, it is quite evident that the habitat and wildlife resource would suffer impacts, i.e., increased public travel that would place additional stress upon the desert environment, the degeneration of the esthetics of the Black Mountains and destruction of hundreds of acres of prime desert habitat. Although there is no formal HMP for this area, there is interest in the possible re-introduction of desert bighorn sheep into the Black Mountains. Presently, the area is characterized as good desert mule deer habitat and provides adequate populations of small game and non-game species.

I would like to re-emphasize our concern about this project, since the major justification appears to be one of convenience. Any future information or comments that your office may desire from our Department, please feel free to request.

Sincerely,

Robert A. Jantzen, Director

By: Robert Weaver
Wildlife Specialist

RW:dd

cc: Don Wingfield, Supervisor, Region IV

Minerals Exploration Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tucson, Arizona 85703
Telephone: (602) 884-8073

UNION
MINERALS

May 15, 1978

Mr. Joseph B. Sarvis
County Engineer & Public Works Director
YAVAPAI COUNTY HIGHWAY DEPARTMENT
County Courthouse Annex #2
500 South Marino
Prescott, Arizona 86301

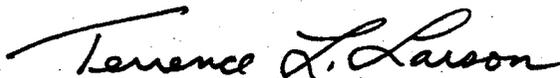
Dear Mr. Sarvis:

Enclosed are the following for submittal for right-of-way approval for the county road:

- 1) Three sets of mylars consisting of 4 sheets showing road alignment.
- 2) An application for right-of-way with the State of Arizona.
- 3) An application for right-of-way with the BLM.
- 4) A check for the sum of \$50 made out to Yavapai County for the State of Arizona application.

If any additional items are needed for submittal, please contact me.

Very truly yours,



Terrence L. Larson
Environmental Engineer

TLL:mmm

Enclosure

APPLICATION FOR RIGHT-OF-WAY ACROSS PUBLIC LANDS

Yavapai County hereby applied for a right-of-way for a 100-foot wide right-of-way, plus an additional 100 feet where needed for cut and fill slopes, across federal lands described below for the purpose of a road. The locations of the 100-foot and 200-foot right-of-way widths are indicated on the enclosed maps. All appurtenant facilities will be located within the primary right-of-way.

Public lands affected by this application for right-of-way are:

Sections 19, 20, 21, 22, 26 and 27, T.11 N., R. 9 W., and

Sections 13, 14 and 24, T.11 N., R.10 W., G.&S.R.B.&M.,

Yavapai County, Arizona.

This application is filed pursuant to the Federal Land Policy and Management Act of October 21, 1976, 90 Stat. 2743, and applicable regulations in 43 CFR 2800. Applicant agrees to abide by all terms and regulations as may be promulgated by the Secretary of the Interior pursuant to the Act of October 21, 1976.

The location of the right-of-way is shown on the attached mylar tracing showing the survey of the right-of-way. Three prints of the map are also enclosed. The Engineer's statement and Applicant's certificate have been inscribed on the tracing and print copies.

I, Joseph B. Sarvis, Yavapai County Engineer, have been authorized by the Yavapai County Board of Supervisors, to sign the application and all supporting documents on behalf of the County. A copy of the authorization is enclosed.

If and as requested, applicant will furnish the information described in Sec. 501 (b) (1), (2) of FLPMA. Additional information required by Item 2

of General Right-of-Way Booklet, pages 2 and 3, is as follows:

The road to be constructed will be a 26-foot wide paved road, together with shoulders, drainage ditches and drainage structures to provide safe, all-weather access to a mining operation.

Denial of the route shown on the attached map will require selection of another route which would more than double the amount of road to be constructed and paved to the same standards and would likewise require right-of-way across federal land.

The right-of-way is requested for a term of 30 years, with option of renewal.

If additional information is required in connection with this application, please write, or call Joseph B. Sarvis, at phone number 445-7450, Prescott, Arizona

Date:

Joseph B. Sarvis
Yavapai County Engineer

Joseph B. Sarvis

Joseph B. Sarvis

CC: Jerry Larson

FRANCIS T. ...

P.O. Box 26,
Congress, Arizona 85332
May 31, 1978

RECEIVED JUN 0 2 1978

Mr. Joseph B. Sarvis
Yavapai County Engineer
County Courthouse
Prescott, Arizona 86301

Dear Mr. Sarvis:

I object vehemently to the application for a right-of-way across a portion of my grazing lease #1899. I bring to your attention, my objections for the following reasons.

1. The proposed right-of-way will split my ranch in half, thus reducing the size and acreage of my lease, thereby lowering the number of cattle permitted. This is especially true if the right-of-way is to be fenced off. If not, then it raises a major objection.

2. This right-of-way will open the ranch to excessive vehicular traffic, thus causing a danger to my livestock operation and more importantly, a liability problem of monumental scope.

a. Who is responsible for the death loss to my cattle killed on the road?

b. Who is responsible for vandalism and theft to private property created by open access of this highway?

3. Since the leasee of State and BLM leases is required to carry liability insurance, exempting the State and BLM from any liability on said premises, I object to this infringement of responsibility in having to protect all trespassers and users of this proposed highway.

4. This highway will open access to every 4-wheeler, rockhound, nature-lover, rustler, and hunter, etc. and increase the liability

effect on this ranch.

5. Lastly, there is an existing roadbed, maintained by the county, not going directly to the Anderson Mine Project. I feel this is the better route, since it has been existant for many years and is approximately the same distance from Congress.

For these reasons, I object strenuously against a road being built across my ranch.

Sincerely yours,

James I. Thompson
James I. Thompson

May 22, 1978

Mr. James I. Thompson
P.O. Box 26
Congress, AZ 85332

Dear Mr. Thompson:

Yavapai County is in the process of making application for a right-of-way for the construction of a 26-foot paved road which will cross a portion of your Grazing Lease No. 1899. Under the provisions of A.C.R.R. R12-5-165 (C) (3) (a) (xi) the applicant is required to indicate either the assent or objection of the surface lessee.

The proposed route of the right-of-way is indicated on the attached plat. I would appreciate it if you would indicate either your assent, or your objections (stating the reasons for any objections) to this office within the next 10 days.

Sincerely yours,

Joseph B. Sarvis
Yavapai County Engineer

js

GCD - P&S

Minerals Explorat. Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8073

Union
MINERALS

May 31, 1978

Head Office:
P.O. Box 54945
Los Angeles, California 90054
(213) 486-6929

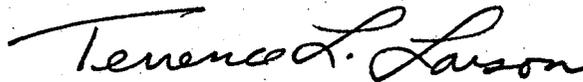
Mr. Frank Buchella, Jr.
Manager of Operations
MINERALS EXPLORATION COMPANY
P.O. Box 54945
Los Angeles, California 90054

SUBJECT: Anderson Access Road
3-33

Dear Frank:

Enclosed is a copy of a letter I received recently from Mr. Dean Durfee of the Lower Gila Resource Area of B.L.M. Please note he is requesting information in an attempt to meet our time schedules.

Very truly yours,



Terrence L. Larson
Environmental Engineer

TLL:mm

cc: G. Dohm, Jr



United States Department of the Interior

IN REPLY REFER TO

2800
A-10891

BUREAU OF LAND MANAGEMENT
Phoenix District Office
2929 W. Clarendon Avenue
Phoenix, Arizona 85017

May 25, 1978

Terrence L. Larson
Minerals Exploration Company
P. O. Box 50324
Tucson, AZ 85703

Dear Mr. Larson:

In light of several recent conversations between you, me and members of my staff, I thought it best to outline the steps that will be taken to process the application for an access road to the Anderson Mine (A-10891).

Once the details of the proposed action have been fully established, personnel from our office will begin to gather pertinent resource data necessary to complete an environmental assessment in accordance with the requirements of the National Environmental Policy Act. The assessment will analyze the potential impact your proposal would have on archeological values, wildlife habitat, threatened and endangered plant and animal species, roadless areas and potential wilderness, as well as other resources including vegetation, soils, watershed, geology, air quality, and existing and potential land uses.

During this process, our office will coordinate the study with other agencies including the Arizona State Land Department, the State Fish and Game Department, Yavapai County; and other parties affected by or having an interest in your proposal. All feasible alternatives will be considered in the study and the impacts of each compared to the others prior to making a final decision.

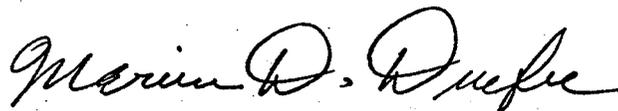
I understand from our conversations that Minerals Exploration has assembled a substantial volume of base resource data in its own study of the area encompassing the proposed access road and mine. Assuming that most of the information is relevant to our environmental assessment, it would greatly facilitate the processing of your application if the data were made available to my staff personnel. This is particularly significant in light of the fact that our current program planning, budgeting and manpower allocation are fully committed for the remainder of the fiscal year to other projects. Unless some adjustments can be arranged, it is highly unlikely that substantial progress could be made on your application prior to October of this year. Therefore, any information you can provide that would abbreviate our manpower commitment during the environmental assessment process would result in a more timely response to your request.



I appreciate the cooperation you have afforded us up to this point and sincerely hope that a decision can be made that will meet your Company's objectives and, at the same time, satisfy the required standards for environmental protection and good land management.

I look forward to a continued good working relationship with your office and trust that you will contact us if we may be of any assistance to you or answer any questions.

Sincerely yours,

A handwritten signature in cursive script, reading "M. Dean Durfee". The signature is written in dark ink and is positioned above the typed name.

M. Dean Durfee, Area Manager
Lower Gila Resource Area

Minerals Exploratio. ompany
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8073

union
MINERALS

June 19, 1978

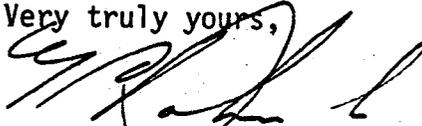
Mr. James I. Thompson
P.O. Box 26
Congress, Arizona 85332

Dear Mr. Thompson:

One of Minerals Exploration's representatives visited the State Land Department on Thursday afternoon, May 15, 1978 just after you had left. It was learned that you have expressed concern over our activities with respect to your ranch operation.

I realize that you are aware of our intentions but I feel it would be of mutual benefit if we could discuss our individual concerns and establish a basis for continued communications. I would be willing to come to Wickenburg at your convenience.

Very truly yours,


Gerald C. Dohm, Jr.
Manager of Mine Development

GDC:mmm

RECEIVED JUN 29 1978

JAMES L. CORBET
ATTORNEY AT LAW
1 APACHE STREET
P. O. BOX 146
WICKENBURG, ARIZONA 85358
TELEPHONE [602] 684-5416

June 26, 1978

Minerals Exploration Co.
Mine Development Group
P.O. Box 503242
Tucson, Arizona 85701

Attn: Gerald C. Dohm, Jr.
Manager of Mine Dev.

Re: James I. Thompson

Dear Mr. Dohm:

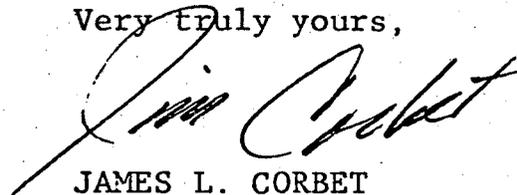
This will acknowledge your letter of June 19, 1978, addressed to my client, Mr. Thompson.

Mr. Thompson and I will be happy to maintain continued communications and two, discuss the matters referred in your letter.

If you will contact my office, we can have a time set for the meeting that is convenient to all of us.

I shall look forward to hearing from you.

Very truly yours,



JAMES L. CORBET

JLC/cd

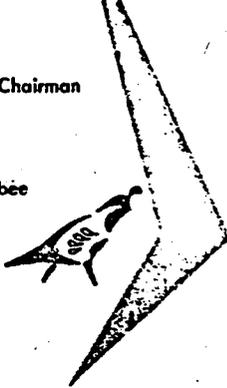
BRUCE E. BABBITT

Commissioners:

FRANK FERGUSON, JR., Yuma, Chairman
MILTON G. EVANS, Flagstaff
C. GENE TOLLE, Phoenix
WILLIAM H. BEERS, Prescott
CHARLES F. ROBERTS, O.D., Bisbee
Director
ROBERT A. JANTZEN

Asst. Director, Operations
PHIL M. COSPER

Asst. Director, Services
ROGER J. GRUENEWALD



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85023 942-3000

June 20, 1978

Re: Commercial Lease
Application #03-64396

Dear Mr. Little:

In response to the above-referenced application by Minerals Exploration Company to lease 520 acres in Section 16, T.11N., R.10W., G. & S.R.B.M., the following comments are presented.

The subject area is rated "Priority 2", as listed in our March 1974 report to the State Land Department; with primary wildlife values involving small game and nongame species.

At this point in time, no significant conflicts with the wildlife resource are anticipated with the development of four well sites, associated water, power-lines and roads. There is considerable concern, however, that this additional piece-meal effort, along with the cumulative effects of prior projects, i.e., the Anderson Mine development and numerous core drilling and exploration sites, and future endeavors, e.g., haul roads and associated support facilities, will ultimately and significantly lower the overall wildlife values of the entire area south of and adjacent to the Santa Maria and Bill Williams Rivers from State Highway 93 to Alamo Lake. It will be imperative that these cumulative and long-term effects be monitored.

We appreciate the opportunity to offer these comments.

Sincerely,

Robert A. Jantzen, Director

By: Robert Weaver
Wildlife Specialist

RW:dd

cc: Don Wingfield, Supervisor, Region IV





United States Department of the Interior

IN REPLY REFER TO

BUREAU OF LAND MANAGEMENT
PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

A-10891

Anderson Mine Road

/ July 5, 1978

Mr. Terrence Larson
Minerals Exploration Company
P. O. Box 50324
Tucson, AZ 85703

Dear Terry:

This letter acknowledges receipt of the physical, cultural, biological and socio-economic baseline data for the Anderson Mine Project. Our preliminary review of this data indicates it will be very beneficial in our preparation of the Environmental Assessment Record (EAR) for the access road to the mine site.

The EAR will also address Air Quality and Hydrology. Any baseline data you have available in either of these two areas would be most helpful.

We appreciate your cooperation in providing your time and available data on this project.

Sincerely yours,

M. Dean Durfee, Area Manager
Lower Gila Resource Area



JAMES L. CORBET
ATTORNEY AT LAW
1 APACHE STREET
P. O. BOX 146
WICKENBURG, ARIZONA 85358
TELEPHONE (602) 684-5416

July 18, 1978

JUL 27 1978 REC'D

| | |
|---------------------------|--------|
| ARIZONA STATE OFFICE | |
| BUREAU OF LAND MANAGEMENT | |
| AG 1078 | |
| SED | _____ |
| ASST. DIR. | _____ |
| PLCS | _____ |
| PRELIM. DESK | _____ |
| TECH. SER. | _____ |
| INSTR. SER. | _____ |
| PERM. SER. | _____ |
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| | SEE ME |

Senator Dennis DeConcini
3121 Senate Office Bldg.
Washington, D.C. 20510

Dear Senator DeConcini:

My clients, Mr. & Mrs. James I. Thompson find themselves faced with an extremely unpleasant situation which I shall endeavor to explain in hopes that you might be able to assist them.

The Union Oil Company, through its subsidiary, Minerals Exploration Company, has filed unpatented mining claims in Yavapai County and is now proceeding with plans to mine uranium.

As a part of that plan Union has gone to the Yavapai County Board of Supervisors and the Board agreed to file a request with the State Land Department and the Bureau of Land Management to construct a roadway from Highway 93 to the project area (known for years as the Anderson Mine). The idea being that Union will construct the road to county specifications and the county will then accept dedication of the roadway and maintain it thereafter.

There are several problems created by this proposed roadway, one of which you will see by referring to the enclosed map. The Thompson Ranch is outlined in red, the proposed roadway in blue and an existing roadway, commonly referred to as the Alamo Road, in orange.

You will see that the proposed access road divides the Thompson Ranch nearly in half. This alone creates many problems for a rancher but that along with the fact that it is to be a 26 foot paved road creates innumerable problems.

The Alamo road varies in width from 24 to over 30 feet and is a good dirt road well maintained while the proposed "access road" travels primarily over a trail between 9 and 12 feet wide which is extremely rough.

Another problem and possibly even a greater problem than personal inconvenience and financial loss which will be suffered by the Thompsons is the disturbance of what is now a relatively untouched desert habitat for wildlife such as deer and mountain lions.

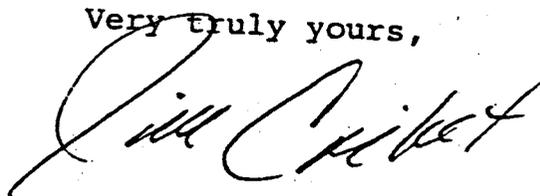
The only apparent reason for the road as proposed by Union is a reduction in its expenses of construction. The Alamo road is approximately 23 miles long while the proposed road is between 12 and 13 miles.

In order for this road to be constructed, both the Bureau of Land Management and the State of Arizona must consent to the construction.

If there is anything you can do it will be greatly appreciated.

Should you have any questions concerning this matter, please contact me.

Very truly yours,

A handwritten signature in cursive script that reads "James L. Corbet". The signature is written in dark ink and is positioned above the printed name.

JAMES L. CORBET

JLC/cd
encl:

ATTORNEY AT LAW
1 APACHE STREET
P. O. BOX 146
WICKENBURG, ARIZONA 85358
TELEPHONE [602] 684-5416

July 18, 1978

Mr. Bob Stump
U.S. Representative
230 North First Ave.
Phoenix, Arizona

Dear Bob:

I represent a rancher by the name of James I. Thompson, who has two ranches in Yavapai County. One is northwest of Congress and the other is approximately 22 miles northwest of Wickenburg on Highway 93.

Jim has received notice from both the State Land Department and the Bureau of Land Management that Union Oil through its subsidiary, Minerals Exploration Company, has requested that a road be placed through Jim's ranch extending from the Anderson Mine to Highway 93.

Union plans to mine uranium at this location. We certainly have no objection to a uranium mine nor to its location. The problem is that the road is to be paved and 26 feet wide, dividing Jim's ranch in half.

In order to accomplish the construction of this road, Union requested that the Yavapai County Board of Supervisors make the application to the State Land Department and the Bureau of Land Management with the understanding that Union will then construct the roadway to Yavapai County's specifications and that after completion, Yavapai County will maintain the road.

I am enclosing herewith a copy of a map prepared by Union upon which we have colored the points we believe to be significant. They are:

1. Jim's ranch is outlined in red.
2. The proposed roadway is colored blue (at the top).
3. An existing roadway known as the Alamo Road is colored blue (at the bottom).

We realize that Union must, after milling the uranium ore, have it transported from the mine and for this they will need a road. Our objection is that damage will be done not only to Jim's ranch but also to this lovely desert area by construction of this road.

The Alamo road is 24 feet wide at its narrowest spot and in excess of 30 feet for a good portion. This road extends from Highway 93 to the millsite.

The only reason for Union to gut the Thompson ranch in this manner is to reduce the expense involved in road construction.

It would require Union to pave a roadway for an additional 10 or 11 miles and to bridge Pate Creek.

Although we realize this would be no small undertaking for Union Oil, it would certainly not be anywhere nearly as damaging as it would be to the Thompsons if the road goes through their ranch.

I also foresee environmental problems by the construction of a new roadway even though it is to be a dirt road. This trail is used by the Thompsons to the southwest portion of his ranch. It is a dirt road and extremely rough. It can be driven in a pick up.

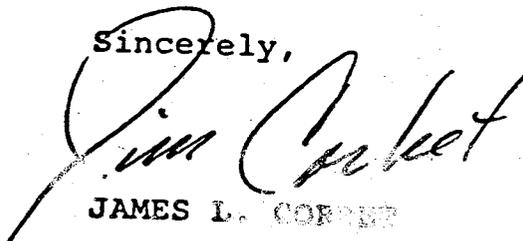
The area covered by this road is one that is a natural desert habitat for deer and small game.

In order to avoid this proposed construction it will require support from others, other than the Thompsons. As it now stands, it is Jim Thompson versus Union Oil and you can well imagine the outcome of such a confrontation.

At any rate, we would greatly appreciate anything that you might be able to do.

Should you have any questions concerning this matter, please feel free to contact me.

Sincerely,



JAMES L. CORBETT

August 17, 1978

Memorandum

To: State Director, Arizona (943)

From: District Manager, Phoenix

Subject: Congressional Inquiry from Representative Stump and Senator De Concini concerning the Proposed Anderson Mine Road

As Mr. Corbett states, Yavapai County made application (A-10891) on May 16, 1978 for a 100' right-of-way. They propose to construct a 26' wide paved road from U. S. 93 to the Anderson Uranium Mine site. Actual construction would be done by Minerals Exploration Company, a subdivision of Union 76 Minerals. The purpose of the road would be primarily to provide an all-weather road for the estimated 250-300 employees of the proposed mine and mill operation. Additionally, processed ore would be transported over the road, but this would constitute only a small portion of the use. Minerals Exploration intends to invest 40-45 million dollars in the mine and mill operation over the next few years. They consider the road the initial and vital first step of this operation.

Currently, the Phoenix District Office is preparing an environmental assessment of the impacts on the Federal lands affected by the proposed action and two alternative routes. The majority of the work has been completed, but we are being delayed by the roadless-wilderness study area component of the document. In conformance with the W. O. Directive, we will not be able to complete the EAR until after October 18, which is 90 days after the public notice of wilderness consideration.

The following are data that have been collected concerning the alternate routes (Route A is the one which crosses Mr. Thompson's ranch):

(1)

Mr. Thompson, Lower Gila Resource Area Manager, has met with Mr. Knight to discuss the situation. Should the proposed route be selected, it is intended to replace the existing route to the mine.

| | <u>Route A</u> | <u>Route B</u> | <u>Route C</u> |
|----------------------------------|----------------|----------------|----------------|
| Federal miles | 6.2 | 12.0 | 13.5 |
| State miles | 6.0 | 6.7 | 7.0 |
| Private miles | 0.0 | 0.0 | 0.0 |
| Total Miles | 12.2 | 18.7 | 20.5 |
| Acres of new surface disturbance | 21.8 | 52.6 | 63.9 |
| Cost estimate | 2.5 million | 4.3 million | 4.6 million |

(2) The current existing road (a portion of which is known as Alamo Road) to the mine is approximately 24.5 miles long and is basically as described in Mr. Corbett's letter. The existing road passes through private holdings of Mrs. Bittner and Mr. Rabinowitz, and lies within 100 yards of Mrs. Bittner's ranch headquarters. Minerals Exploration's engineers have determined that the current crossing of Date Creek is an economically undesirable location for an all-weather road. For these reasons, we have dropped the exact alignment of the existing road and developed Routes B and C which overcome these problems and shorten the length of the route.

(3) The proposed route would, as Mr. Corbett states, split Mr. Thompson's ranching operation into four segments instead of the current two segments. Construction along Routes B, C, or the existing road would do essentially the same thing to Mrs. Bittner's and the western portion of Mr. Knight's ranching operations. The impact on each operator's grazing operation is being analyzed in detail in the EAR. Lost forage production would be insignificant on all routes.

(4) Environmental impacts on resources such as wildlife, recreation, archeology, soils, vegetation, etc., are considered to be somewhat comparable on all routes. Route A is slightly more sensitive but the least surface disturbance would occur on the route. Environmental impacts on the State lands appear to be somewhat higher than on the Federal lands along Route A.

(5) Yavapai County and the Arizona Highway Department support Route A due to safety and maintenance advantages.

Dean Durfee, Lower Gila Resource Area Manager, has met with Mr. Thompson and discussed the situation in detail. Should the proposed route be selected, we intend to require mitigation to minimize to the extent possible impacts on Mr. Thompson's grazing operations.

WILLIAM K. BARKER

Special Agent in Charge of James T. Thompson.

PDMoreland:fd

... from Senator Deschamps and Congress...
... L. Thompson, and his attorney James L.

WML.

... the project which the proposed Anderson...
... provide General Collins...
... send...
... Congressman Stew...
... to Senator...

[Handwritten signature]

August 2, 1978

Mr. James L. Corbet
Attorney at Law
P.O. Box 146
Wickenburg, Arizona 85358

Dear Mr. Corbet:

Thank you for bringing the matter of the Alamo Road to my attention. I have asked Mr. Michael Mitchell of my Phoenix staff to contact Mr. Robert Buffington, State Director of the Bureau of Land Management (BLM) on your behalf.

BLM has received the request from Yavapai county. Presently an environmental assessment is under way. I have asked Mr. Mitchell to make BLM aware of the Thompson's displeasure, and I am sure their concerns will be taken into account while BLM's decision is being made.

Upon receiving additional information from BLM, Mr. Mitchell will be in contact with you. In the meantime, if you have any questions, please do not hesitate to contact him at my toll-free number, 1-800-352-4576.

Sincerely,

DENNIS DeCONCINI
United States Senator

MA/j

9/10
P. M.

August 17, 1978

Memorandum

To: State Director, Arizona (943)

From: District Manager, Phoenix

Subject: Congressional Inquiry from Representative Stump and Senator De Concini concerning the Proposed Anderson Mine Road

As Mr. Corbett states, Yavapai County made application (A-10891) on May 16, 1978 for a 100' right-of-way. They propose to construct a 26' wide paved road from U. S. 93 to the Anderson Uranium Mine site. Actual construction would be done by Minerals Exploration Company, a subdivision of Union 76 Minerals. The purpose of the road would be primarily to provide an all-weather road for the estimated 250-300 employees of the proposed mine and mill operation. Additionally, processed ore would be transported over the road, but this would constitute only a small portion of the use. Minerals Exploration intends to invest 40-45 million dollars in the mine and mill operation over the next few years. They consider the road the initial and vital first step of this operation.

Currently, the Phoenix District Office is preparing an environmental assessment of the impacts on the Federal lands affected by the proposed action and two alternative routes. The majority of the work has been completed, but we are being delayed by the roadless-wilderness study area component of the document. In conformance with the W. O. Directive, we will not be able to complete the EAR until after October 18, which is 90 days after the public notice of wilderness consideration.

The following are data that have been collected concerning the alternate routes (Route A is the one which crosses Mr. Thompson's ranch):

(1)

Lower Gila Resource Area Manager, has met with Mr. Thompson and discussed the situation. Should the proposed route be selected, we intend to require investigation to Route A as to the Route B Route C

| | Route A | Route B | Route C |
|---|--------------------|--------------------|--------------------|
| Federal miles | 6.2 | 12.0 | 13.5 |
| State miles | 6.0 | 6.7 | 7.0 |
| Private miles | 0.0 | 0.0 | 0.0 |
| Total Miles | 12.2 | 18.7 | 20.5 |
| Acres of new surface disturbance | 21.8 | 52.6 | 63.9 |
| Cost estimate | 2.5 million | 4.3 million | 4.6 million |

(2) The current existing road (a portion of which is known as Alamo Road) to the mine is approximately 24.5 miles long and is basically as described in Mr. Corbett's letter. The existing road passes through private holdings of Mrs. Bittner and Mr. Rabinowitz, and lies within 100 yards of Mrs. Bittner's ranch headquarters. Minerals Exploration's engineers have determined that the current crossing of Date Creek is an economically undesirable location for an all-weather road. For these reasons, we have dropped the exact alignment of the existing road and developed Routes B and C which overcome these problems and shorten the length of the route.

(3) The proposed route would, as Mr. Corbett states, split Mr. Thompson's ranching operation into four segments instead of the current two segments. Construction along Routes B, C, or the existing road would do essentially the same thing to Mrs. Bittner's and the western portion of Mr. Knight's ranching operations. The impact on each operator's grazing operation is being analyzed in detail in the EAR. Lost forage production would be insignificant on all routes.

(4) Environmental impacts on resources such as wildlife, recreation, archeology, soils, vegetation, etc., are considered to be somewhat comparable on all routes. Route A is slightly more sensitive but the least surface disturbance would occur on the route. Environmental impacts on the State lands appear to be somewhat higher than on the Federal lands along Route A.

(5) Yavapai County and the Arizona Highway Department support Route A due to safety and maintenance advantages.

memorandum

DATE: October 31, 1978

REPLY TO
ATTN OF: Realty Specialist, Lower Gila Resource Area

To: Lower Gila Resource Area Manager

A-10891 R/W

SUBJECT: Meeting with Michael Mitchell of Senator Dennis De Concini's Office

The purpose of this memo is to advise you of the proceedings of a meeting held in the office of Mike Mitchell, aide to Senator Dennis De Concini, on October 27, 1978 at 3:30 P.M.. The meeting was arranged by Glen Collins of the ASO to brief Mike on the BLM's response to Yavapai County's application for an access road to a uranium mill at the Anderson Mine. The meeting followed by two days receipt of a letter written by Mike to the State Director regarding his concerns for the selection of the final route.

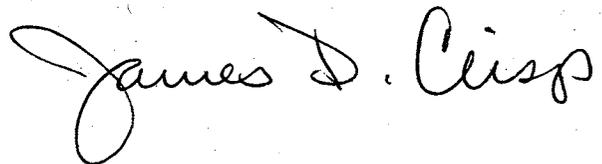
I was asked by Glen Collins, through the District Manager, to attend the meeting to provide details and background information based on my personal involvement with the case since February 1978.

We began the briefing with an overall description of the proposed access route and alternatives and the steps our office was taking to complete a thorough environmental assessment. We also summarized the advantages and disadvantages of each of the routes as they had so far been identified in the preliminary reports submitted for the EAR. Mr. Mitchell was somewhat familiar with the proposal in that he had been flown over the area and driven over portions of the routes by Jim Thompson, one of the affected ranchers, or Mr. Thompson's attorney, Jim Corbett.

We also briefed Mr. Mitchell on the intensity of public controversy and comment generated by the mine and road proposals during the past few weeks, including the proceedings of the public meeting held in Congress on the previous Tuesday night. He was particularly interested in the petition received from nearly 500 individuals from the west central Arizona region who support the mine proposal and who are pushing for a quick issuance of all related permits. We advised Mr. Mitchell that regardless of the route chosen, we anticipated a challenge to our decision from one or more of the affected parties. We also agreed to provide him with a copy of the petition.

Mike indicated that during the initial tour, he had been misled to believe that the Palmerita Ranch road was the Alamo Road and the main public access to Alamo State Park.

Although he did not choose to retract any of the statements in his letter of October 23, 1978, he thanked us for the briefing and indicated he felt more fully advised of the project than before.



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



United States Department of the Interior

IN REPLY REFER TO

2800 (940)

BUREAU OF LAND MANAGEMENT

ARIZONA STATE OFFICE
2400 VALLEY BANK CENTER
PHOENIX, ARIZONA 85073

AUG 25 1978 REC'D

AUG 23 1978

Honorable Dennis DeConcini
United States Senate
Washington, D. C. 20510

Dear Senator DeConcini:

This is in response to the August 2, 1978 letter from Michael L. Mitchell of your office who asked for a report on the concern which Mr. and Mrs. James I. Thompson and their attorney, James L. Corbet, have over the construction of the proposed road to the uranium mine of Minerals Exploration Company.

The route which the Company proposes for the road would cross primarily BLM and State lands which the Thompsons lease for grazing purposes. No privately owned lands are crossed by the proposed road.

The road, as proposed, would be substantially shorter than the alternate routes being considered - 12.2 miles for the proposed route vs. 18.7 and 20.5 miles for the alternate routes. It would also be much less costly to construct \$2.5 million vs. \$4.3 and \$4.6 million. There would also be substantial energy savings for the several hundred employees who would commute daily over the road to the mine.

While the road would be constructed by Minerals Exploration Company, it would be on a right-of-way issued to Yavapai County, and the County will take over the road as a County road after it is completed. Both Yavapai County and the Arizona Highway Department favor the proposed location.

Each of the alternative routes would split somebody's ranch. If one of the alternate routes is chosen, we expect a similar complaint from another rancher. The loss of forage production will be insignificant on all routes. Environmental impacts appear to be somewhat comparable on all routes.

We have not yet completed our environmental assessment and field report, and no decision on the route has as yet been made. Our Area Manager has met with Mr. Thompson and has discussed the situation in detail. Should the proposed route be selected, we intend to require mitigation to minimize the extent of the impact on Mr. Thompson's grazing operation.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Buffington".

Robert O. Buffington
State Director

cc - Your District Office

Minerals Explorati.. Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8075

UNION⁷⁶
MINERALS

November 1, 1978

Head Office
P O Box 5494E
Los Angeles California 90054
(213) 486-6929

Mr. Michael L. Mitchell
Special Assistant
Office of United States Senator
Dennis DeConcini
101 North First Avenue
Phoenix, Arizona 85003

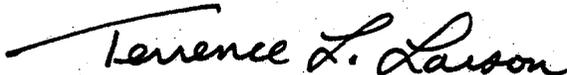
Dear Mr. Mitchell:

Enclosed is a record of communications with Mr. James I. Thompson and the following Minerals Exploration Company personnel: H. M. Rainey, Manager of Lands, G. C. Dohm, Jr., Manager of Mine Development, and T. L. Larson, Environmental Engineer.

The purpose of this record is to provide you with some idea of the length of time we have spent with the Thompsons regarding the proposed access roads.

If you need any further information after reviewing the enclosed brief descriptions of the context of these communications, please contact me.

Very truly yours,



Terrence L. Larson
Environmental Engineer

TLL:mm

Resume of contacts between Mr. and Mrs. James I. Thompson,
Congress, Arizona and T. L. Larson.

7-11-78

I accompanied G. C. Dohm, Jr. of MINERALS and John Lacy of the law firm DeConcini, McDonald, Brammer, Yetwin and Lacy, P.C., representing Minerals Exploration Company to Wickenburg. The purpose of the trip was to meet with Mr. and Mrs. James Thompson at the office of Mr. James Corbett, Mr. Thompson's attorney. The topic of the meeting was the proposed access road through Thompson's ranch. It should be noted that this proposed route does not pass over any private land but does involve both State and BLM grazing lease lands. It was hoped that this meeting would fully identify the problems Mr. Thompson has with this alignment. It was further hoped that mitigation factors such as fences, stock passes, water impoundments, etc., would be discussed to help alleviate the impact of the road on the ranch. Little was resolved at the meeting and Mr. Thompson stated he planned to fight the access road alignment across his grazing leases as long as he can. The BLM review process was discussed including the fact that BLM is required to review alternative routes in an Environmental Assessment Report before selecting a final route. It was pointed out that BLM will make the decision on the best route due to facts from the EAR on BLM lands. At the end of the meeting Mr. Thompson was asked to give MINERALS a statement of the impacts that the proposed road alignment would have on his operations to permit MINERALS to study the particular problems and suggest mitigating measures. Mr. Thompson agreed to prepare such a statement but it has not been received.

8-24-78

Bob King of Union Oil Environmental Sciences and I attended the BLM open house on Wilderness Areas at the Anderson Mine Area in the Phoenix District Office. Bob King, Ron Gottspooner of BLM, Mr. and Mrs. Thompson and I had a long discussion on the BLM procedures used to evaluate the Yavapai County access road application. I tried to impress upon Mr. Thompson that MINERALS was cooperating with BLM to provide information but MINERALS has no influence on BLM decisions because BLM must be accountable for their own decisions as to which

route would be taken. We also went on to try to discuss Mr. Thompson's ranch if that were the route selected. We tried to discuss ranch operations with and without the road and what impacts would be and how to minimize them. There was little success with these topics as Mr. Thompson would only agree on those points he felt would ruin his ranch and not how to solve any problems created. Mr. Thompson reiterated that he would do everything in his power to keep the route from crossing his ranch.

TLL:mm
11/1/78

Resume of contacts between Mr. & Mrs. James I. Thompson, Congress, Arizona and G. C. Dohm, Jr., Minerals Exploration Company.

4-25-77

Dinner at Golden Nugget in Wickenburg.
Mr. & Mrs. Thompson and Hal Rainey. General discussion

4-26-77

Toured mine area with Mr. & Mrs. Thompson and Hal Rainey. Looked at the well site and discussed facilities to be provided in exchange for grazing lease. Also briefly discussed a road to the property which would come through Aso Pass but the exact alignment through the pass had not been selected. The Thompson's expressed no interest at that time.

7-11-78

Went to Wickenburg to meet with the Thompsons. The meeting was held at Jim Corbett's office (Corbett is Thompson's attorney). Those in attendance were: James I. Thompson, Gayle Thompson, Jim Corbett, Terry Larson of MINERALS and John Lacy of DeConcini, McDonald, Brammer, Yetwin and Lacy, P.C. The purpose of the meeting was to discuss the proposed access road to see if differences could be solved through mitigation factors such as fences, stock passes, etc. Mr. Thompson would not discuss the road, only that he did not want the road.

Resume of contacts between Mr. and Mrs. James I. Thompson,
Congress, Arizona and H. M. Rainey, Minerals Exploration Company

11-22-76

Conversation / Jim Thompson at Thompson Ranch
This was initial contact with Thompson.
General discussion as to Minerals' need
for portion of area subject to State of
Arizona Grazing Lease No. 1899. Thompson
was concerned as to the amount of fencing
we would do in order to keep his cattle out
of the mining facilities.

11-24-76

Letter to Thompson

Offered Thompson cash on the basis of
animal unit month per acre for assignment
of grazing lease.

Advised Thompson we proposed to fence only
so much of our total mining property as would
be consistent with maintenance of safe mining
conditions, subject to compliance with govern-
mental requirements.

12-4-76

Letter from Thompson

Declined our offer contained in our 11-24-76
letter to Thompson.

2-9-77

Conversation / Thompson at Thompson's Ranch
General discussion of our respective
positions.

2-9-77 (Continued)

Thompson advised he had ranch leased to Jack Oliver and would need his approval of any settlement.

2-16-77

Letter to Thompson

Requested earliest date we could meet with Thompson and Oliver.

3-24-77

Conversation / Jim Thompson at Thompson Ranch

Attempted to arrive at an acceptable consideration for assignment of Grazing Lease.

Cash had no appeal.

Discussed possibility of providing sucker rods and 2" to 3" dia. pipe for construction of corrall, land trade, water (500,000 gal/yr) and cattle guards.

4-6-77

Letter to Thompson

Invited Thompson to join Gerry Dohm and I for dinner in Wickenburg on 4-21-77.

Requested he and Oliver accompany us on tour of mine area to determine how we could best accomodate both the mining and ranching activities.

4-13-77

Letter to Thompson

Confirmed dates of 4-25 and 4-26 for dinner and tour.

This in response to telephone call from Thompson upon his receipt of our 4-6-77 letter.

4-25-77

Dinner at Golden Nugget in Wickenburg

Mr. and Mrs. Thompson, Gerry Dohm and I. Discussed possibility of assigning exploration well in which we found water, piping, power supply and fencing in exchange for assignment of grazing lease.

4-26-77

Toured mine area with Mr. and Mrs. Thompson and Gerry Dohm. We were joined on the property by Jack Oliver.

Water well site and route of possible fence line were viewed.

We advised that we would investigate cost of providing well, pipe and power supply to determine if these facilities would be reasonable consideration.

1-23-78

Letter to Thompson

Invited Mr. and Mrs. Thompson for dinner in Wickenburg on 1-30-78.

1-30-78

Dinner with Mr. and Mrs. Thompson at Golden Nugget in Wickenburg.

Advised Thompsons that our cost to provide well, pipe and power supply was more than the assignment of grazing lease was worth.

Attempted to encourage discussion of an alternate consideration.

Thompson advised that he did not want to discuss the matter further, that we would always be after him for one thing or the other, and that the only way he would talk further was if we were to buy his entire ranch.

Thompson was requested to set a price, which he did.

2-7-78

Letter from Thompson transcribed in its entirety:

"Dear Hal,

Having not heard from you or Minerals Exploration Company, we are revoking our previous offer that involves our property in your Anderson Mine Project.

Because of our tax situation involving the ranch property, we would only consider a land swap arrangement. Due to the unavailability of numerous ranches to replace our property, I draw your attention to a ranch located in Congress, Arizona and owned by the Coughlin Cattle Company, P. O. Box 8, Congress, Arizona 85332. The owner is Mr. Jim Coughlin, P. O. Box 278, Yarnell, Arizona 85362.

2-7-78 (Continued)

This ranch is presently for sale and under the present circumstances would be our only concession at this time.

As I stated in our last conversation, I am not at all happy with the imposition and aggravation that has been placed on us and our property. The ultimate plans for this project appear to be greater than originally projected so with this in mind I don't feel we can conduct our business in the face of your future plans.

Again let me repeat, we will consider a land swap arrangement of a suitable replacement ranch within the general location of our present location. The sooner this arrangement is accomplished, the sooner Minerals Exploration can get on with their plans.

Awaiting your reply, I remain.

Very truly yours,

Jim & Gayle Thompson"

GCD - R of W

JAMES L. CORBET
ATTORNEY AT LAW
1 APACHE STREET
P. O. BOX 146
WICKENBURG, ARIZONA 85358
TELEPHONE [602] 684-5416

August 22, 1978

State Land Dept. of Arizona
1624 West Adams
Phoenix, Arizona 85007

Re: Lease No. G-1899

Attn: Andrew L. Bettwy
State Land Commissioner

Dear Mr. Bettwy:

I have been retained by Mr. & Mrs. James I. Thompson of Congress, Arizona, for the purpose of assisting them to voice their objections to the application for right of way across state lands, which application was submitted by the Yavapai County Board of Supervisors. I have been authorized to take whatever action may be necessary to avoid the irreparable damage to the Thompson's Ranch which would be caused by construction of this said roadway in the event your office should see fit to deny them relief.

As you know, the application for right of way was made by Yavapai County with the understanding that the road would be constructed by a subsidiary of the Union Oil Company, Minerals Exploration Company.

A quick look at the boundaries of the Thompson Ranch and the proposed roadway will establish that this road, 26 feet in width would pass as nearly through the center of the Thompson Ranch as it possibly could.

The State Land Department must certainly be aware of the disastrous results of road through any ranch and especially through the center of a ranch.

The proposed roadway travels generally over a trail now used by Mr. Thompson to reach the southwesterly portion of his ranch. As it now stands, this trail varies in width from 9 to 12 feet and is used very little except

by the companies exploring for minerals in this area. The use of the roadway is discouraged by its roughness.

Much of the proposed roadway travels through a Joshua Tree Forest and into an area relatively untouched (once again excepting mineral explorers) by human beings.

It is my understanding that the Arizona Game and Fish Department has expressed concern about the location of this road and the fact that its only justification where requested is one of financial convenience to Union Oil, all to the detriment of the Thompsons and the State of Arizona.

There are other means of access to the Anderson Mine, the most obvious being the Alamo Road. This road leaves Highway 93 approximately 22 miles northwest of Wickenburg and extends to the Anderson Mine varying in width from 24 to 35 feet. It is an excellent dirt road and is well maintained.

Another possibility would be for the roadway to travel between ranches and thus create as little damage and inconvenience to the ranchers as possible. The only legitimate, if it can be so considered, argument by Union is the additional expense involved in causing the roadway to extend a greater distance and requiring the Union Oil Company to erect a bridge across Date Creek.

If the roadway that is ultimately granted to Union be one extending further to the southeast the Alamo Lake would benefit by its availability to the public. It would mean approximately 16 miles of paved road that the public could use to reach the Alamo Lake which road is now dirt.

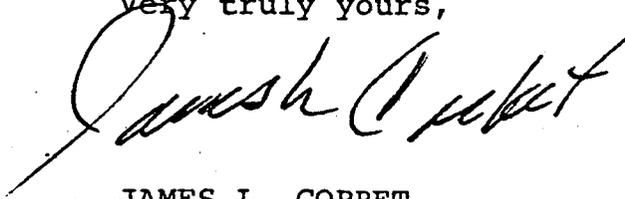
I would submit that the comparative injuries are disparate, i.e., a financial loss to Union Oil versus the effective loss of a ranch to the Thompsons.

This unjust economic advantage is being felt by the Thompsons even today. While the Thompsons must spend most of their time working their ranch and cannot afford to employ a full time staff to carry forth their argument, Union Oil, through its full time agents and employees is working to achieve its goal.

Based upon the foregoing, we would urge that the State Land Department deny the request for construction of the roadway as now proposed.

Should you have any questions, please feel free to contact me.

Very truly yours,



JAMES L. CORBET

JLC/cd



JAMES L. CORBET
 ATTORNEY AT LAW
 1 APACHE STREET
 P. O. BOX 146
 WICKENBURG, ARIZONA 85358

TELEPHONE [602] 684-5416

August 30, 1978

RECVD. AUG 31 '78 BLM-PDC

United States Dept. of Interior
 Bureau of Land Management
 Phoenix District Office
 2929 West Clarendon Ave.
 Phoenix, Arizona 85017

Attn: W.K. Barker
 District Manager

Re: Anderson Mine Roadway

Dear Mr. Barker:

Although we are sure that you are quite aware of the question with which the Bureau of Land Management is now faced, i.e., whether to grant the request of the Yavapai County Board of Supervisors (on behalf of Union Oil) for a right of way, I am writing on behalf of Mr. & Mrs. James I. Thompson to enter a formal objection to the application and to explain our reasons for the objections.

Our reasons are threefold:

1. The desert habitat and wildlife resource in the area will suffer.
2. The Thompson Ranch will be irreparably damaged.
3. A roadway to the south and west would benefit the Alamo Lake recreation area forever, eventhough the mine and mill may eventually close.

The Thompsons realize that Union must have access to the mine, and that this will require a road from some point on Highway 93 to the millsite.

The question is where the road should leave Highway 93 and the route that it will take in reaching the millsite.

| ROUTE TO | COPY TO | ACTION | INFO. | INITIALS AND DATE |
|------------|---------|--------|-------|--------------------|
| DIST. MGR. | | | 1 | <i>[Signature]</i> |
| ASST. DIR. | | | 2 | <i>[Signature]</i> |
| ADMIN. | | | | |
| OPERATIONS | | | | |
| RES. MGT. | | | | |
| TRAINING | | | | |
| LCRA | | X | 3 | <i>[Signature]</i> |
| PRA | | | | |
| NRA | | | | |

I think we should acknowledge receipt and tell him the points made will be fully considered in E.A.R. and decision-making process.

The proposed roadway is to be 26 feet in width and of such quality that vehicles will be able to travel in excess of 55 miles per hour without damaging the roadway. The right of way is to be 100 feet in width.

The present roadway which is being used by Union and other mining companies to gain access, is commonly referred to as the Alamo Road-Anderson Mine Road. From the time it leaves Highway 93 until it reaches the millsite it varies in width from 24 feet to 30 feet with shoulders in some places being over 40 feet. The Alamo Road is an excellent dirt road which has been well maintained. Also, the Anderson Mine Road is well maintained.

The proposed roadway follows what would be best described as a trail from the millsite, through the center of the Thompson Ranch, to Highway 93.

It appears that the primary difference, insofar as Union is concerned, is an additional 10 to 11 miles of roadway and the expense involved in bridging Date Creek.

The present road goes through Date Creek and during a rainy season would not be passable. Thus, the ultimate question is whether Union should be required to pay the additional costs for construction of a roadway that would inconvenience and do as little damage as possible, or if it should be allowed to, for its own well being and economic betterment, place this roadway wherever it might prefer.

The Thompsons are handicapped in their "David versus Goliath" battle against Union Oil. This unjust advantage is being felt by the Thompsons even today. While the Thompsons must spend most of their time working their ranch and cannot afford to employ a full time staff to carry forth their argument, Union Oil, through its full time agents and employees is working to achieve its goal.

It is clear that the proposed roadway would be devastating to the aesthetics of the area and that the habitat and wildlife resource would be crippled.

As stated in a letter from the Arizona Game and Fish Department to your office, "the major justification appears to be one of convenience.

If the Alamo Road is used, the Alamo Lake recreation area would benefit. It would encourage the use of the lake by approximately 16 miles of paved road.

Union will be required to de-commission the area after it terminates its mining operations. But what of the roadway? At that time it will be a road to nowhere, but the damage to the State and the Thompsons will not be subject to de-commission. At the same time the roadway to Alamo Lake could be used forever by the public.

The Thompson Ranch itself would suffer tremendously due to this division by a 26 foot highway (and 100 foot right of way) giving easy access to persons to whom the ranch is not now available due to the distance and terrain.

Union believes that there will be approximately 300 automobiles using the roadway each day, with 15 semi-trucks per day.

Union has addressed itself to certain impacts upon the environment, however, we believe that the entire scope of the environmental impact has not been brought to light.

We know for example that numerous other mining companies have been doing exploration work to the west, southwest and northwest of the Anderson Mine site. If those companies go into operation and use the Union mill, the use of the roadway and damage to the area will be increased manifold.

There are many other possibilities for an increased impact, though they, at this time, are merely speculative on our part.

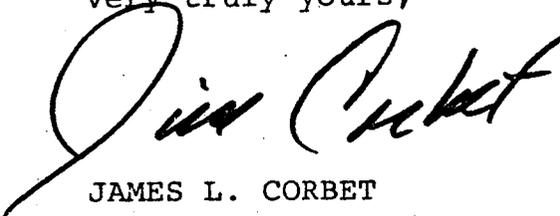
The proposed roadway passes through rare areas in which both Saguaro cactus and Joshua trees are growing together. Also Agave is found near the said roadway.

The comparative injuries and advantages are disparate.

By analysis of the foregoing points it becomes clear that the proposed roadway would be disadvantageous not only to the Thompsons, but also to the State of Arizona, and therefore the application as presented should be denied.

If you have any questions concerning this I would be more than happy to discuss them or to have the Thompsons discuss them with you.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jim Corbet". The signature is written in a cursive, flowing style with a large initial "J".

JAMES L. CORBET

JLC/cd



United States Department of the Interior

IN REPLY REFER TO

BUREAU OF LAND MANAGEMENT

2800
A-10891 R/W

PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

October 13, 1978

RECEIVED OCT 16 1978

Terry L. Larson
Minerals Exploration Company
P. O. Box 50324
Tucson, AZ 85703

Dear Mr. Larson:

Enclosed you will find copies of correspondence from the Anderson Mine Road case file which you recently requested by phone.

If we may be of further service to you, please let us know.

Sincerely,

M. Dean Durfee, Area Manager
Lower Gila Resource Area

Enclosures



... proposed route will split Mr. Thompson's ranching operation into two separate halves of the existing two halves. Construction of either of the two alternative routes would also split Mr. Thompson's ranching operation of Mr. Bittner or Mr. Knight. However, a ranching operation will be affected regardless of the route selected.

September 14, 1978

... alternative which involves the least distance. The proposed route would provide approximately 7.5 miles of road to the land. P. O. Box 146 Wickenburg, AZ 85358

Dear Mr. Corbet: ... State lands east of BLM administered

This is in response to your letter of August 30, 1978, concerning your objections to an application submitted by Union Minerals Exploration Company to the Bureau of Land Management (BLM) for an access road to the Anderson Mine.

It is our understanding that your objections and those of your client, Mr. and Mrs. James I. Thompson, are concerned with the proposed route which would bisect Mr. Thompson's grazing allotment. As you are aware, BLM is considering two alternative routes to the proposed route. An environmental analysis record is currently being prepared which will address the environmental impacts of all three routes. This document will help facilitate a final decision by BLM concerning Union Minerals' application. Your concerns pertaining to wildlife resources, ranching and recreational impacts will all be addressed in this environmental analysis.

The current existing road to Anderson Mine is approximately 24.5 miles long; the proposed route is 12.2; and the two alternatives being considered are 18.7 and 20.5 miles in length. The Palmerita-Anderson Mine road passes through private holdings and lies within 100 yards of Mr. Bittner's ranch headquarters. Due to the road length, the width of Date Creek at this location, and the private holdings, this route is not currently being considered as an alternative, but one of the alternatives being considered does utilize portions of this road.

Our preliminary indications are that the proposed route is slightly more sensitive in regard to wildlife values than either of the alternative routes. This relates primarily to the wildlife habitat associated with the upland area of the Black Mountains.

The proposed route will split Mr. Thompson's ranching operation into four segments instead of the existing two pastures. Construction along either of the two alternative routes would also split the ranching operations of Mr. Bittner or Mr. Knight. Someone's ranching operation will be affected regardless of the route selected.

The recreational benefits derived from the three routes are also being investigated. The alternative which involves the longest distance along the existing Alamo Lake Road would provide approximately 7.4 miles of paved access to the lake.

The saguaro cactus-Joshua tree areas with which you are concerned would be impacted by all three of the routes being considered. The greatest impact to this type plant community would occur along the proposed route, but primarily on State lands east of BLM-administered lands. None of the routes would destroy the saguaro cactus-Joshua tree areas, but any of the routes would impact upon the aesthetic quality related to this type plant community.

We have not yet completed our environmental analysis or field report, and no decision on the route has yet been made. Mr. Dean Durfee, Lower Gila Area Manager, has met with Mr. Thompson a number of times and has discussed his concerns. The final route selection will consider the environmental impacts of the project, Mr. Thompson's concerns, and any other pertinent data. Regardless of which route is selected, proper mitigation will be required to minimize impacts on wildlife, ranching, recreation and other environmental values.

Sincerely yours,

District Manager

cc: Mr. James Thompson
MDDurfee:DATkins:fd

Primary indications are that the proposed route is slightly
negative in regard to wildlife value. The location of the route
is such that it would not directly impact upon the life of the
saguaro cactus or the Joshua tree.

NOTE DISCUSSIONS
with Thompson

Minerals Explora. Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8073

union
MINERALS

July 21, 1978

Head Office.
P.O. Box 54945
Los Angeles, California 90054
(213) 486-6929

Mr. Frank H. Buchella
Manager of Operations
MINERALS EXPLORATION COMPANY
P.O. Box 54945
Los Angeles, CA 90054

Dear Frank:

Enclosed is a copy of the notification from BLM concerning an Open House on the Anderson Uranium Project including the access road. The purpose of this Open House is to get public input on wilderness characteristics in the area.

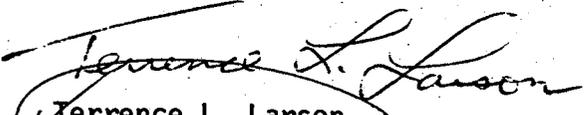
Minerals should prepare and submit a written statement on the wilderness characteristics of the area. Following is a list of steps I will take to pursue the matter:

- 1) Contact BLM, find out exactly how the Open House will be handled, etc.
- 2) Contact Environmental Services for assistance as they have already had experience with these wilderness review procedures and how a written statement should be prepared on this sensitive issue. They should also be able to help with support and depth of involvement.
- 3) Prepare the written statement and circulate for review.
- 4) Attend Open House.

If you have any further suggestions, please contact me.

Very truly yours,

MINERALS EXPLORATION COMPANY


Terrence L. Larson
Environmental Engineer

TLL/c11
enclosure

cc: G.C. Dohm, Jr.
J.A. Abramo
R.V. Salisbury



United States Department of the Interior

1791

BUREAU OF LAND MANAGEMENT
PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

RECEIVED JUL 21 1978

July 18, 1978

Dear Interested Citizen:

In connection with the Palo Verde-Kyrene Transmission Line and Anderson Mine Road Environmental Assessments, the Bureau of Land Management (BLM) will be conducting an Open House on August 24, from 3:00 until 8:00 P.M., and on August 26, from 10:00 A.M. until 3:00 P.M., to gather public input on the subject of Wilderness characteristics (or lack of them) within the Study Areas outlined on the attached maps. We invite your participation in one or both of the open houses to be held at the Phoenix District Office at 2929 West Clarendon Avenue.

In order to comply with the Federal Land Policy and Management Act of 1976, the BLM must inventory for Wilderness values all roadless areas of 5,000 acres or more. No project can be authorized which will impair Wilderness characteristics on those areas which meet the criteria of Section 2(c) of the Wilderness Act.

The identification of wilderness characteristics found in Section 2(c) of the Wilderness Act (P.L. 88-577) is as follows:

(c). A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act, an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appear to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land, or it is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.

These two inventories must be conducted at this time, due to project schedules.

We welcome your input and encourage you to become personally knowledgeable of both Study Areas. BLM personnel will be available weekdays from



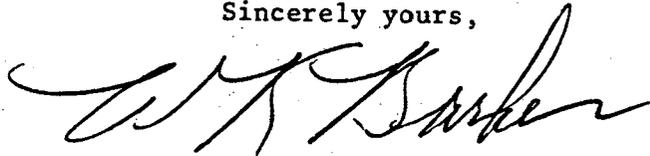
7:30 A.M. until 4:15 P.M. at the Phoenix District Office, 2929 West Clarendon Avenue; telephone 261-4235; to provide additional information or answer any questions you might have.

If you are unable to attend either of our Open Houses to comment on these projects, written comments will be accepted until September 4, 1978.

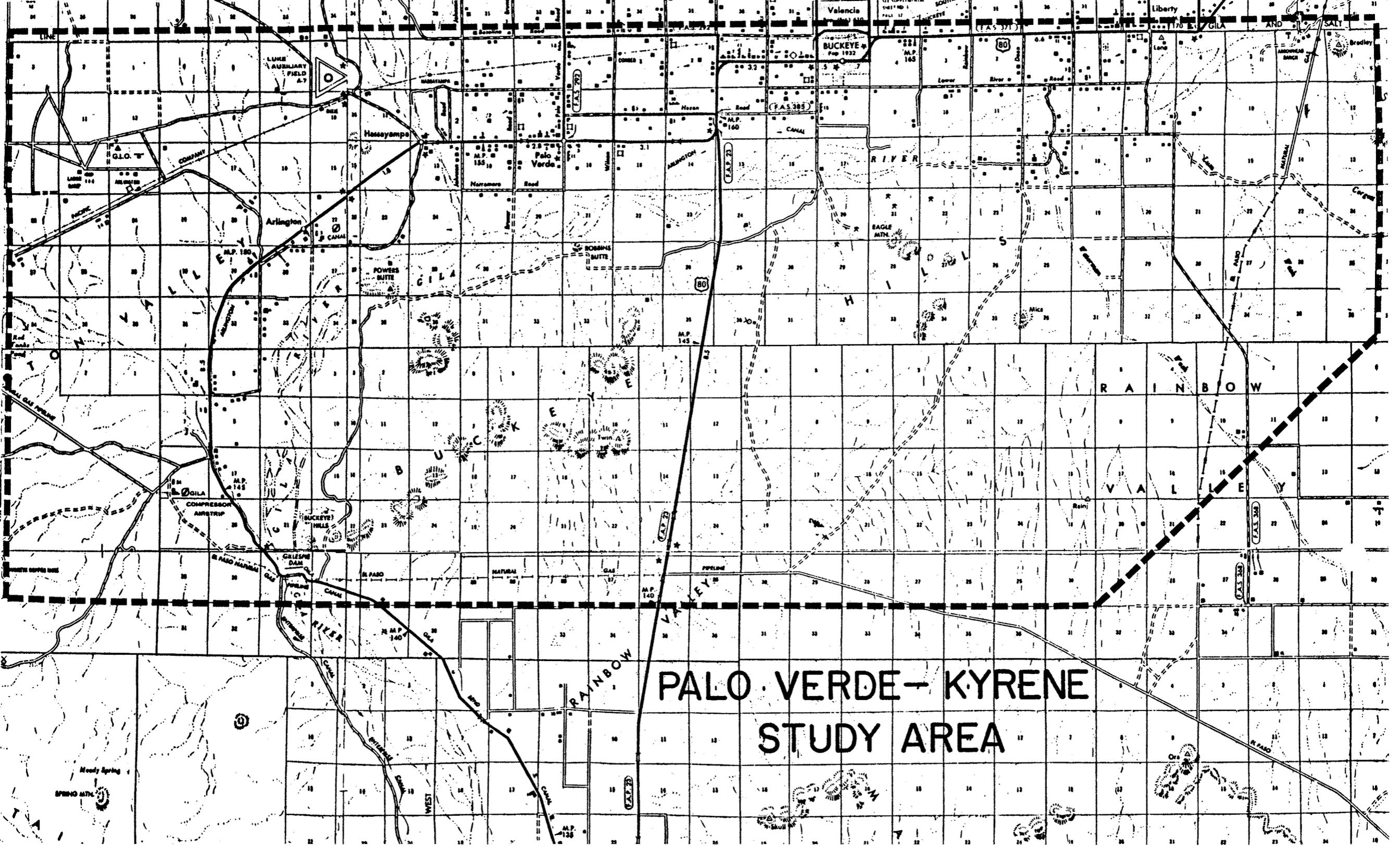
These Open Houses will be of interest to anyone who uses the public lands under administration of the BLM.

I hope you will participate.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "W. K. Barber". The signature is written in dark ink and is positioned centrally on the page, below the typed name "District Manager".

District Manager



PALO VERDE - KYRENE STUDY AREA

BUCKEYE
Pop 1932

LONG AVIATION FIELD
A-7

Mesa Verde

Arlington

POWERS BUTTE

COILA
COMPRESSOR AIRSTRIP

BUCKEYE HILLS

GILLESPIE DAM

RAINBOW VALLEY

RAINBOW VALLEY

Needy Spring

SPRING MTH.

Brodley

Liberty

Lower

EAGLE MTH.

Mills

Rain

K. PAO

WEST

M.P. 138

M.P. 140

M.P. 145

M.P. 160

M.P. 160

M.P. 165

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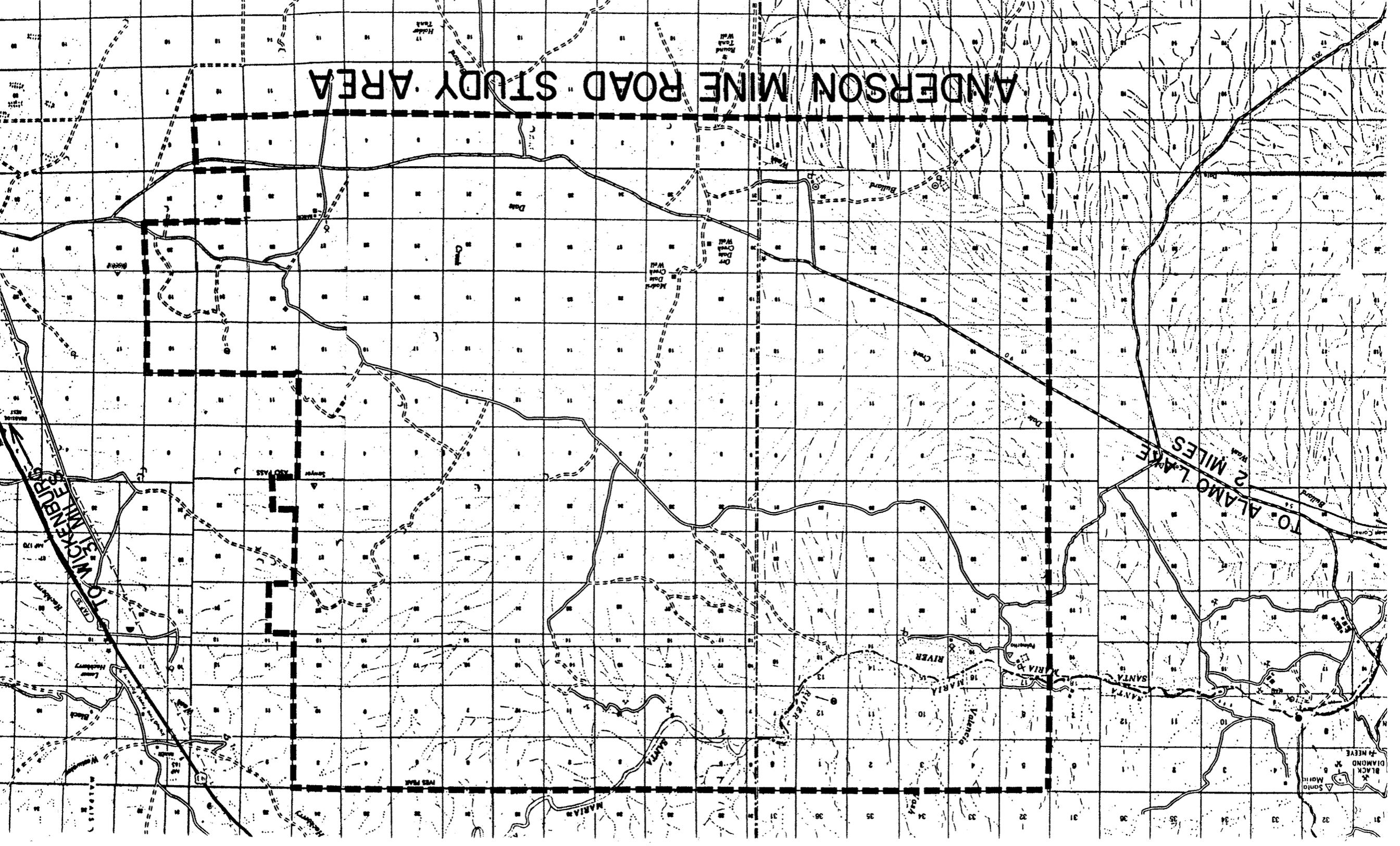
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ANDERSON MINE ROAD STUDY AREA





United States Department of the Interior

IN REPLY REFER TO

1500-3026-FA05

7120-4426-1000

PDO-LGRA

BUREAU OF LAND MANAGEMENT

PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

November 1, 1978

Terrence Larson
6541 N. Pomona Rd.
Tucson, AZ 85703

Dear Mr. Larson:

On behalf of the BLM representatives, I wish to personally thank you for taking the time to get involved and helping us with our wilderness study area determinations.

As you know, the BLM conducted open houses on August 24th and August 26, 1978, for the purpose of collecting public input into the wilderness inventory for the Anderson Mine Road and the Palo Verde-Kyrene Transmission Line projects. These meetings, part of an ongoing public involvement process, focused on the subject of wilderness characteristics or lack of them within six roadless areas (four within the Anderson Mine study area and two within the Palo Verde-Kyrene study area). The objectives were to bring involved persons and groups up-to-date on BLM activities and document whether the participants thought any areas met the wilderness criteria.

Approximately 60 persons attended one or both open house, while we received an additional 25-30 written comments from interested concerns.

The general concensus of the BLM interdisciplinary team and the public input received indicates that wilderness characteristics are not present in any of the roadless areas. This is primarily due to the multitude of man-made intrusions into the area. The most predominant intrusions are mining claims and associated roads, livestock improvements, and the Anderson Mine development.

As a result of this combined effort, none of these roadless areas will receive further consideration for wilderness.

If you have additional questions, please contact our office at 2929 W. Clarendon Avenue, Phoenix, Arizona 85017, or at 602-261-4231. We hope that you will continue to be involved throughout our district's wilderness inventory this coming year.

Sincerely,

Marvin D. Durfee
Lower Gila Resource Area Manager



T. L. Larson

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

1210 East Sheldon
Prescott, AZ 86301

August 11, 1978

OSCAR T. LYON, JR., P.E.
Assistant Director
and State Engineer



BRUCE E. BABBITT
Governor

WILLIAM A. ORDWAY
Director

RECVD. AUG 14 '78 BLM-PD

Mr. Marvin D. Durfee, Area Manager
Lower Gila Resource Area
U. S. Department of the Interior
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

ATTN: David Atkins

Gentlemen:

| ROUTE TO | COPY TO | ACTION | INFO. | INITIAL AND L |
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| ADMIN. | | | | |
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| RRA | | | | |

This is in reply to your letter of July 26, 1978 concerning an access road to the Anderson Uranium Mine.

In our opinion alternate A would be the most favorable route because there is an existing turnout on Highway 93, and it appears the sight distance here is a little better than at the proposed access for alternates B and C. Also, alternate A would not require construction of another turnout which would detract from the aesthetics of the area.

At the time a decision is made, we would request an estimate of the amount of traffic that will be generated by the Mine. Depending on the traffic volumes and types of vehicles, it might be necessary under permit to widen the existing roadway to provide left and right turn slots.

Thank you for the opportunity to review these proposals. If there are any questions concerning necessary permits for widening of the existing turnout or construction of a new one, please contact our Permits Supervisor, P. C. Potter, telephone 445-5391.

Very truly yours,

S. F. Lanford
District Engineer

A. J. Judd
Assistant District Engineer

SFL:AJJ:dm
cc: Mr. Potter



RECEIVED OCT 23 1978



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

1210 E. Sheldon Street
Prescott, Arizona

October 19, 1978

OSCAR T. LYON, JR., P.E.
Assistant Director
and State Engineer

RECVD. OCT 20 '78 BLM-PDO

FRUCT L. HARRITT
Governor

WILLIAM A. ORDWAY
Director

Mr. Marvin D. Durfee, Area Manager
Department of the Interior
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

ATTN: David Atkins

| ROUTE TO | COPI TO | ACTION | INFO. | INITIALS AND DATE |
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RE: Anderson Mine Road
Access to Highway 93

We received a request from Mr. Thompson's attorney to reexamine the two locations at which the referenced road would enter Highway 93. After the examination it is apparent that eventhough both proposals meet the minimum requirements for sight distance the best sight distance is at milepost 175.1; or, the proposed alternate routes "B" and "C". This alternate would provide the safest entry onto the highway.

Out letter to you dated August 11, 1978, stating the better sight distance was at alternate "A" was in error, we hope this clarifies this matter. If you have any further questions or if you would like to meet at the proposed site and discuss this matter please contact us at your convenience.

Sincerely,

S. F. Lanford
District Engineer

[Signature]
A. J. Judd

Assistant District Engineer

SFL:AJJ:pw
cc James L. Corbet



GCD - Rfw

RECEIVED OCT 23 1978

1210 East Sheldon
Prescott, AZ 86301

October 20, 1978

Mr. Marvin D. Durfee, Area Manager
Department of the Interior
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Dear Mr. Durfee:

RE: Anderson Mine Road
Access to Highway 93

This will confirm our telephone conversation at 4 p.m. October 20, 1978 wherein I cited to you that I had just reviewed the correspondence file on your inquiry as a result of several phone calls inquiring into the Department's involvement in this matter.

Please be assured that an application for permit to enter Highway 93 at any location which will meet minimum site distance for an open highway intersection and will meet other conditions of safe ingress and egress will be permitted by this office. Thus, the alternatives shown on your inquiry are both acceptable to this office.

Mr. Judd, my assistant district engineer, by his letter of October 19, 1978 attempted to clarify a mistake made in his first review dated August 11, 1978. This mistake being that he had reviewed the wrong location in the field for one of the alternatives.

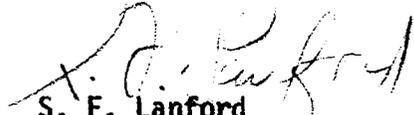
Mr. Judd's October 19, 1978 letter was not intended to establish a preference of the alternatives presented.

I hope by my letter to clarify to all parties concerned the fact that the AZ Department of Transportation has no pre-

Mr. Durfee
Page 2
October 20, 1978

ference for the routes presented as shown on the drawing attached to your letter of July 26, 1978. This office is only concerned with the safe entry onto Highway 93 which can be accomplished at both of the sites presented and I must reiterate that this Department will issue a permit at any site which provides a safe rural highway intersection.

Yours very truly,



S. F. Lanford
District Engineer

SFL:mvr
cc Mr. Corbet
Mr. Hedlund
Rep. John Hays
Mr. Dohm

Minerals Exploratio ompany
Mine Development Group
1846 W. Grant Road, Suite 101
P.O. Box 5032
Tucson, Arizona 85701
Telephone: (602) 884-8073

UNION
MINERALS

September 29, 1978

William E. and Willadean Bittner
P.O. Box 278
Congress, Arizona

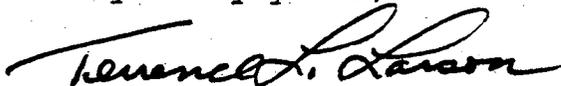
Dear Mr. and Mrs. Bittner:

As you are already probably aware, Minerals Exploration Company is currently developing a uranium mine and mill in the Date Creek Basin. This complex is located northwest of your Pipeline Ranch.

Yavapai County has accepted our access road to be a county road upon completion of construction and final acceptance by the county. Yavapai County has made the appropriate applications to both the State of Arizona and BLM. The preferred route by Minerals for this road is through Aso Pass north of your ranch. At the present time, BLM is currently writing an Environmental Assessment Report which includes the evaluation of alternative road alignments. Therefore, BLM is evaluating three alignments, of which two routes involve your ranch in varying degrees. (See enclosed map).

BLM will be making the decision on which route they will approve in mid-October. Since there is a possibility that the road would cross through your ranch, I would like to come to Congress and meet with you to discuss the road. I would appreciate it if you would contact me so we could set up a meeting. My telephone number in Tucson is 884-8073.

Very truly yours,



Environmental Engineer

TLL:mmm

cc: Dean Durfee
John Lacy

bcc: G. C. Dohm, Jr.
F. H. Buchella, Jr.

Sedona West Co., Inc.

GCD - RofW

Phoenix, Arizona

October 5, 1978

Offices
1102 S. 21st Ave. 85009
Phones 254-2375
253-4482

3831 E. Highland 85018
Phones 955-4332
944-7995

Warehouse
1102 S. 21st Avenue

Mr. Andrew Bettwy
State Land Commissioner
1624 W. Adams - 4th Floor
Phoenix, Arizona 85007

Dear Mr. Bettwy:

It has come to our attention that there is a road project affecting some of our customers in the Congress, Yavapai County area.

We are concerned with the impact that big companies have on small business. As a business that deals with many ranchers and small businesses we are concerned with their future. Temporary business booms, such as this mine project, often have an effect of lowering the economic condition of an area more after they leave it than before they arrived. It is with this thought that we hope all future decisions will be made with the benefit of the remaining businesses in mind.

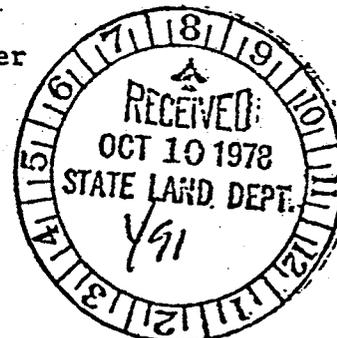
The state presently has a road system that is excessive and expensive to maintain. Everyone benefits when the roads are of service to numerous segments of the state's population. It is hoped that good judgment and concern for the benefit of use in the future will serve as the basis for any decisions made.

Thanking you for your attention to this matter, I remain,

Sincerely yours,

Norma Adams
Secretary-Treasurer

NA:scw



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Pumps.



BRUCE BABBITT
GOVERNOR

State Land Department

STATE OF ARIZONA
1624 WEST ADAMS - 4TH FLOOR
Phoenix, Arizona 85001

OFFICE OF
STATE LAND COMMISSIONER

October 13, 1978

[Handwritten signature]
R/W file

Ms. Norma Adams
Secretary-Treasurer
Sedona West Co., Inc.
1102 South 21st Avenue
Phoenix, Arizona 85009

Dear Ms. Adams:

Thank you for your letter of October 5, 1978 concerning the proposed road through the James I. Thompson Ranch, of Congress, Arizona. The Bureau of Land Management is currently studying this road proposal over federal lands; also the wilderness characteristics are being considered for possible wilderness designation. The State Land Department has on file and is currently reviewing the application by the Yavapai County Board of Supervisors for a new county road over the state land west of Highway 93 to the Anderson Mine.

Your concern for potential impacts to state lands is greatly appreciated by this Department. We will consider your expressed interests along with the alternatives in making a decision on this matter. Again, thank you for your concerns, and please advise this Department of any further concerns or questions you may have.

Sincerely,

Andrew L. Bettwy
Andrew L. Bettwy
State Land Commissioner

ALB:rm

cc: Mr. Kelly Johnson, ASLD
 Mr. W. J. Fish, Jr., ASLD

JIM WEBB
PRESIDENT

ED KELLIS
VICE-PRESIDENT

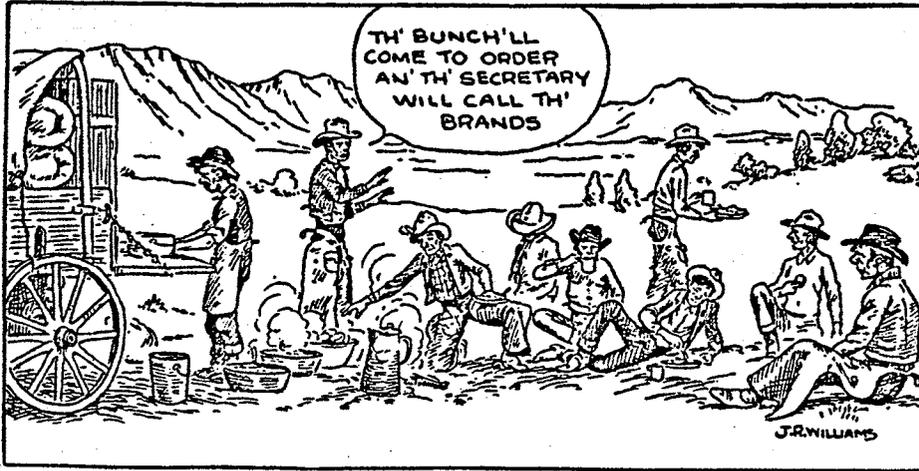
STEVE PIERCE
SECRETARY

GILE COLLIER
TREASURER

RUTHANN KIZER
EXECUTIVE SEC.

DIRECTORS

DOUG BARD
ELLADEAN BITTNER
DEAN CAMERON
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CYNTHIA RIGDEN
TOM RITTER
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KEITH STORM
BOYD TENNEY
JIM WEBB
MILTON WEBB
ELMER YOUNG



CATTLE GROWERS IN SESSION, YAVAPAI COUNTY, ARIZONA

YAVAPAI CATTLE GROWERS

P. O. BOX 1261 -- PHONE 445-5717
PRESCOTT, ARIZONA 86302

October 12, 1978

State Land Commissioner
Arizona State Land Department
1624 West Adams
Phoenix, Arizona 85007

Dear Sir:

It has come to our attention that a convenience road is being contemplated by the County of Yavapai to run from U.S. 93 northwest to the Anderson Mine bisecting the Bar D Four Ranch. The owner of the Bar D Four Ranch was only notified in the last three months of the proposed action although it has been under consideration by the above mentioned parties for almost two years.

We believe in progress for the state and counties. However, we are very apprehensive of the effect of these actions on established ranch entities which encompass private, state and federal lands not only to the ranching business but to the total environment.

We believe another course of action should or must be followed in the future. The course we recommend is as follows:

1. Any road contemplated must have the least possible impact on the environment. Possible alternates must be considered.
2. All parties involved and the public must be notified early in the negotiations.
3. Landowners and leaseholders must be notified before the fact.

PAST PRESIDENTS

CORT CARTER
ROY HAYS
NORMAN FAIN
CLIFFORD E. KOONTZ
FRANK GYBERG
JOHN THOMPSON
BRUCE BROCKETT
J. T. RIGDEN
JESSE GODDARD
KENNETH WINGFIELD
A. L. FAVOUR
J. J. COUGHLIN
BRAD STEWART
KEITH F. QUAIL
KEL FOX
ROBERT K. BELT
FRANK ARMER
JIM MILLER
JACK STEWART
DUANE MILLER
JOHN HAYS
JACK MORGAN
NEIL HAMPTON
BILL FAIN
FRANK OGDEN
CHARLES WEEKES
C. DELBERT PIERCE
G. M. HARTMAN
FELTON WEEKES
KEN CHILTON
BILL DUMONT
E. WADE ALLGOOD
WATTS COLLIER
LOUIS WINGFIELD

October 12, 1978

4. A special study, possibly an Environmental Impact Statement, be made in depth to show the effect of the proposed road on the land, wildlife, and grazing operations. Consider what effect the traffic, public usage for camping, off-road travel, hunting, rockhounding, people pressure and vandalism will have on the total environment by the opening up of all this new territory. What will the effect be on the livestock carrying capacity? The good must be weighed against the bad.
5. If a road is decided upon, it must be fenced, and adequate watering opportunities must be furnished in all areas for wildlife and livestock prior to the said fencing.
6. The policing of the public must be considered and taken into account when the cost of the project is considered. The ranch owner cannot be expected to do this as he does not have the authority or the time.

This letter is submitted as a condemnation of past practices and as a guideline for future actions.

We hope it will be thoughtfully considered and acted upon.

Sincerely yours,
YAVAPAI CATTLE GROWERS
Jim Webb
Jim Webb, President

JW/rk



State Lands Department

1000 WEST ADAMS
TUCSON, ARIZONA 85607
602-371-4634

OFFICE OF
STATE LANDS DEPARTMENT

October 23, 1978

Mr. Jim Webb, President
Cattle Growers
1701
1701

Re: Your letter of October 12, 1978 - Anderson site road

Dear Mr. Webb:

In the above mentioned letter you made six sincere suggestions that relate to problems that the department has been dealing with for the last six or seven years and in response to your letter, I offer the following:

1. The Anderson Line Road that is proposed by Yavapai County is currently being considered by the department. We have delayed our decision until the Federal environmental department has completed its study.

2. The Anderson site is located to the west of Thompson. In the past three or four years, however, it was not until May of this year that we received an application for the proposed road. On June 5, we sent a letter to Mr. Thompson informing him of this proposed right of way. It is the policy of the department to send similar letters to all governmental agencies and lessees that may have an interest in a proposed right of way. We normally send out a letter for archaeological clearance and in this case Arizona State Museum at the University of Arizona, Tucson had already completed a study for Union National Exploration Co.

3. As stated above the affected lease holder was notified early in the process. Interested land owners and others such as yourself, are invited to comment on proposed uses of state trust land. It should be done "before the fact situation". This right of way has been approved.

4. One of the reasons that we are holding this file is that we are aware that the Bureau of Land Management (BLM) is writing an environmental impact statement on this proposed roadway and their expertise along with anyone else's is often very beneficial to the department and to me in making my final decision.

5. Our standard right of way contract to governmental agencies contains a clause as follows, "The said Grantee shall not fence the said right of way nor exclude from the use of the surface thereon the State of Arizona or its lessees or grantees." According to Mr. Louis Duncan one of the reasons that this clause was inserted in our right of way grant was to protect ranchers and other users of trust

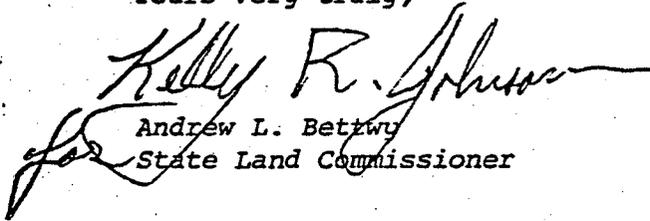
October 23, 1978

land by allowing them access across right of ways. In the last three or four years road right of ways which threatened the safety of the public, the adjacent state lessee or the wildlife and livestock located on the adjacent lands have been fenced. In order to do this, the Grantees have had to not only obtain a change in our contract but have also found it necessary to get the approval of the State Game and Fish Department.

6. I am well aware that roads constructed on state lands are often used by members of the public who are not concerned with environmental values. The State Land Department, to a great degree, has to depend on its lessees to keep the department advised of violations. The lessees, more than anyone else, have the closest contact with most of the ten million acres of trust lands. In addition to the lessee, our staff, other governmental agencies and interested members of the public are constantly submitting reports of violations on trust lands. We attempt, as best we can, to stop these violations and cure the damages that they created.

In closing, I would again like to thank you for your interest, I do not believe that the past practices of this department, as least since I have been Commissioner, deserve your condemnation. We are rather proud of the steps we have taken to protect the environment. We fully realize that we have a long way to go and would like to invite you or any members of the Yavapai Cattle Growers to discuss the problem with us.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Kelly R. Johnson" or similar, written over the typed name and title.

Andrew L. Betzwy
State Land Commissioner

ALB:bg

October 12, 1978

4. A special study, possibly an Environmental Impact Statement, be made in depth to show the effect of the proposed road on the land, wildlife, and grazing operations. Consider what effect the traffic, public usage for camping, off-road travel, hunting, rockhounding, people pressure and vandalism will have on the total environment by the opening up of all this new territory. What will the effect be on the livestock carrying capacity? The good must be weighed against the bad.
5. If a road is decided upon, it must be fenced, and adequate watering opportunities must be furnished in all areas for wildlife and livestock prior to the said fencing.
6. The policing of the public must be considered and taken into account when the cost of the project is considered. The ranch owner cannot be expected to do this as he does not have the authority or the time.

This letter is submitted as a condemnation of past practices and as a guideline for future action.

We hope it will be thoughtfully considered and acted upon.

Sincerely yours,

YAVAPAI CATTLE GROWERS

Jim Webb, President

JW/rk

11/11 2 9 2

memorandum

DATE: October 31, 1978

A-10891 R/W
2800REPLY TO
ATTN OF: Realty Specialist, LGRASUBJECT: Meeting with ASO Division Chiefs and Associate State Director on
the Proposed Anderson Mine Road

TO: Area Manager, LGRA

The purpose of the memo is to document for the case file the proceedings of a meeting in the office of Glen Collins on Thursday, October 12, 1978 at 1:30 P.M.. The meeting was held to draft a reply to a letter received from Jim Webb, President of the Yavapai Cattle Growers Association, concerning the preparation of studies for an access road to the Anderson Mine (Right-of-way Application A-10891). In attendance were Glen Collins, Hal Ramsbacher, Ken Reinert, Jim Moorehouse and myself. Ed Spang joined the meeting at approximately 2:00 P.M..

I was called upon to brief the Division heads present on the history, pertinent details, geographic scope and public controversy surrounding the right-of-way application. The briefing included a summary of the public meeting held in Congress on the evening of October 24. I was also asked to update the individuals present on the BLM response to the application including status and scope of the environmental assessment, degree of public input to date, selection of alternative routes, and preliminary findings on impacts associated with the various alternatives. During the meeting, the Associate State Director presented a letter recently received from Mike Mitchell of Senator De Concini's office questioning the adequacy of the proposed route.

A lengthy discussion followed concerning the adequacy of the current draft EAR, manpower commitments, the need for additional review by State Office personnel, and documented contacts with members of the public. The following issues were resolved as a result of the discussion:

- (1) a concensus was reached by the Division heads, with the Associate State Director concurring, to direct the Phoenix District to enlarge the scope of the environmental assessment to include State lands crossed by the proposed access road and not made part of the original study area;
- (2) a recommendation was made to include a public review period of the EAR not to exceed 30 days. No further review of the EAR would be necessary by PCS or Resources if this step and the incorporation of State lands were satisfactorily included;
- (3) Glen Collins would arrange a meeting with Mike Mitchell to brief him on all aspects of the case and to clarify any misconceptions the Senator's office may have due to a lack of information.

I then assisted Glen Collins in drafting a response to Jim Webb for the State Director's signature.



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

It was the concensus of those attending the meeting that, regardless of the route chosen, an appeal of the decision was likely to be made and that the case file should reflect as much as possible every effort made to:

- (1) secure all appropriate public input including affected livestock operators;
- (2) ensure thoroughness in the environmental analysis;
- (3) determine the best overall route taking into consideration environmental impacts, opportunities for mitigation, coordination with other agencies, BLM policies and directives, statutory constraints, safety and pertinent socio-economic considerations.

James D. Crisp

JCCrisp:fd

OCT 27 1978

Mr. Jim Webb, President
Yavapai Cattlegrowers
P. O. Box 1261
Prescott, AZ 86322

Dear Mr. Webb:

Your recent letter dated October 12, 1978, regarding the development of an access road to the Anderson Mine expressed some concerns about the impacts on the environment and the livestock operator, and coordination with land owners and lease holders.

In February 1978, representatives of Minerals Exploration Company contacted our offices and notified us of their desire to construct a paved access road from U. S. Highway 93 to a proposed uranium mill site on the Anderson Mine property. The Company had entered into an agreement with Yavapai County to construct the road at its own expense while the County would assume maintenance and hold the road right-of-way in its name.

In May, Yavapai County officials filed a formal application for a right-of-way, the route of which would cross public lands leased by Jim Thompson of the Bar D Four Ranch for grazing purposes. The Bureau of Land Management immediately set up a team of resource personnel to prepare an environmental assessment of the proposed action and, with the assistance of Minerals Exploration selected alternative routes which would be addressed in the environmental study. Two such routes were identified and on July 3 detailed work initiated on the study.

As part of the environmental process a substantial number of persons, agencies and interested parties, including all affected grazing allottees, have been contacted regarding the proposed road and their comments solicited. Coordination with Mr. Thompson, in particular, has been frequent and every effort made to ensure fairness and to afford opportunities to make significant input into the selection process. We have also been advised by Minerals Exploration that Company representatives have had a series of meetings with Mr. Thompson since January 1977 to discuss details and the scope of the Anderson Mine Project. It would thus appear that advance notification has been most adequate in this case.

The environmental assessment is due for completion in November. A decision on route selection across public lands will be made shortly thereafter. I can assure you that the selection process will involve full consideration of all impacted environmental resource values and will be based on an impartial review of the facts. Regardless of the route chosen, the right-of-way will be fenced on public lands and adequate waters provided for livestock and wildlife.

The development of the Anderson Mine and the access road will undoubtedly increase public use of public lands in the area. However, public lands are open to any legitimate land user consistent with existing regulations and controls. As a matter of course, we will take whatever action possible to discourage unauthorized uses or vandalism.

I hope that these remarks have satisfactorily addressed your concerns regarding the manner in which the Bureau is responding to the proposed access road. I believe that we have given and will continue to give adequate and timely notification, and opportunity for public participation in the environmental assessment process. The environmental assessment report will be sent to interested persons for their review and comment. You, of course, will review a copy. Whichever route is chosen for the access road, we will work with the Company and the grazing permittees involved to ensure that the mitigating measures identified in the assessment are implemented during the construction and maintenance of the road.

Our Phoenix District Manager, William K. Barker, and Area Manager, Dean Durfee are in charge of the Bureau's work in this project. They will be happy to meet with you to discuss the matter in more detail if you so desire, or you may call them at 261-4231.

Sincerely yours,

Robert O. Buffington

State Director

cc: William K. Barker Phx District
Dean Durfee

Jim Crisp - Glen Collins:laj

Minerals Exploratic ompany
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8073

UNION
MINERALS

October 18, 1978

Head Office
P.O. Box 549
Los Angeles, California 90014
(213) 486-692

Mr. M. Dean Durfee
Area Manager, Lower Gila Resource Area
U. S. Department of the Interior
Bureau of Land Management
Phoenix District
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Dear Mr. Durfee:

Enclosed is a feasibility analysis of alternative Routes B and C on the specific area of Date Creek. This study shows cross sections and design data including costs over and above the normal road construction costs to build either route.

If you have any questions, please contact me.

Very truly yours,

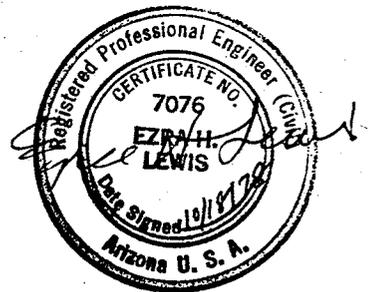
Terence A. Larson

TERENCE A. LARSON
Environmental Engineer

TLL:mm

PRELIMINARY FEASIBILITY ANALYSIS FOR ROUTES B & C
THROUGH THE DATE CREEK AREA, ANDERSON MINE ACCESS ROAD

Prepared By
Buck Lewis Engineering, Inc.
427 South Olsen Avenue
Tucson, Arizona 85719



PRELIMINARY FEASIBILITY ANALYSIS FOR ROUTES B & C
THROUGH THE DATE CREEK AREA, ANDERSON MINE ACCESS ROAD

Three routes are under consideration for access to the Anderson Mine Property. The feasibility analysis and a portion of the engineering design on Route A has been completed. It is the purpose of this document to provide a feasibility analysis for the Date Creek area of the other two alternative routes, Routes B & C. These alternative routes approach the mine area from the south and each crosses a major drainage known as Date Creek. The Date Creek crossing is one of the major obstacles to Routes B & C. Both Routes B & C would also increase the length of new road to be constructed.

Date Creek Drainage

The contributory area for Date Creek is approximately 140 square miles at the Route B crossing and 146 square miles at the Route C crossing.

Based on standard methods developed by the Arizona Department of Transportation, the 50-year storm runoff accruing at the Route B bridge site is $\pm 14,500$ cfs. The Route C bridge site runoff quantity is $\pm 15,000$ cfs. These quantities are shown on Plate 1 along with the route locations.

The longitudinal sections, marked as Plate 2 and Plate 3, show the bridge sites and other drainage structures for the larger drainages adjacent to Date Creek in the vicinity of the route crossings. These drainage structures other than the bridges are sized for the 25-year storm conforming with current practice by ADOT.

Construction Requirements for the Date Creek Crossings

Due to the high runoff quantities for Date Creek and the expected soil conditions in the channel area, the most suitable drainage structure

is a bridge supported on piling. The bridge would be located over the main channel. Fill material at least 15 feet in height would be required for bridge approaches and channeling dikes would be required at the upstream areas of the bridge. Abutment paving or other erosion protection such as riprap would also be required around the bridges.

Since the bridge construction represents only a portion of the problems involved with the Date Creek crossings, the areas beyond the bridges, which represent unusual construction conditions not found in Route A, are included in the extra construction cost estimate shown in this analysis.

Some of the unusual conditions encountered in the Date Creek routes are steep and high banks adjacent to Date Creek and deeply incised drainages flowing into Date Creek. These conditions require excessive cuts and fills to maintain safety standards for the roadway and drainage structures for the storm runoff. Plates 2 and 3 show the approximate extent of these unusual conditions.

Major Cost Elements

Listed below are the major construction elements which are related to the routes crossing Date Creek. These elements are over and above the normal road building items such as paving and sub-base materials, and as a result they reflect additional costs not required by Route A construction.

Route B

| <u>Description</u> | <u>Estimated Quantity</u> |
|---------------------------------------|---------------------------|
| Excavation | 143,000 C.Y. |
| Embankment | 81,000 C.Y. |
| Drainage Structures | |
| 1. 4-span bridge (40-foot spans) | |
| 2. 2- 108" pipe culverts | |
| 3. 2- 96" pipe culverts | |
| 4. 6- 7'1" x 5'1" arch pipe culverts | |
| Estimated Construction Cost, Route B* | \$500,000.00 |

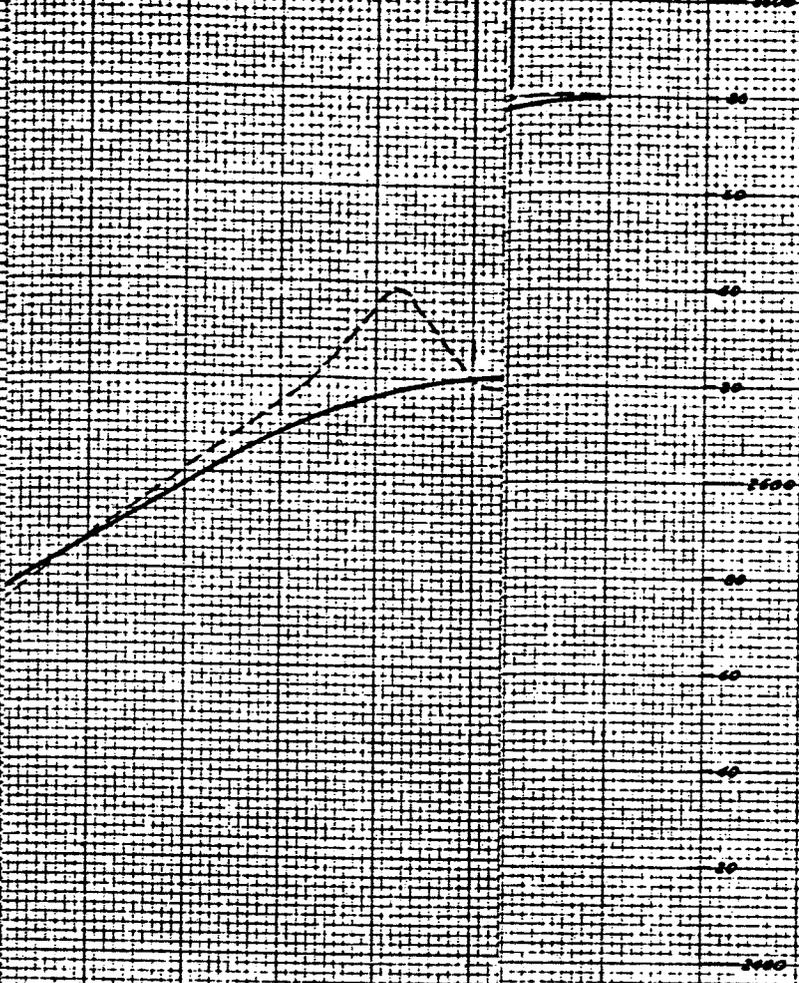
Route C

| <u>Description</u> | <u>Estimated Quantity</u> |
|---------------------------------------|---------------------------|
| Excavation | 424,000 C.Y. |
| Embankment | 195,000 C.Y. |
| Drainage Structures | |
| 1. 5-span bridge (40-foot spans) | |
| 2. 2- 108" pipe culverts | |
| Estimated Construction Cost, Route C* | \$750,000.00 |

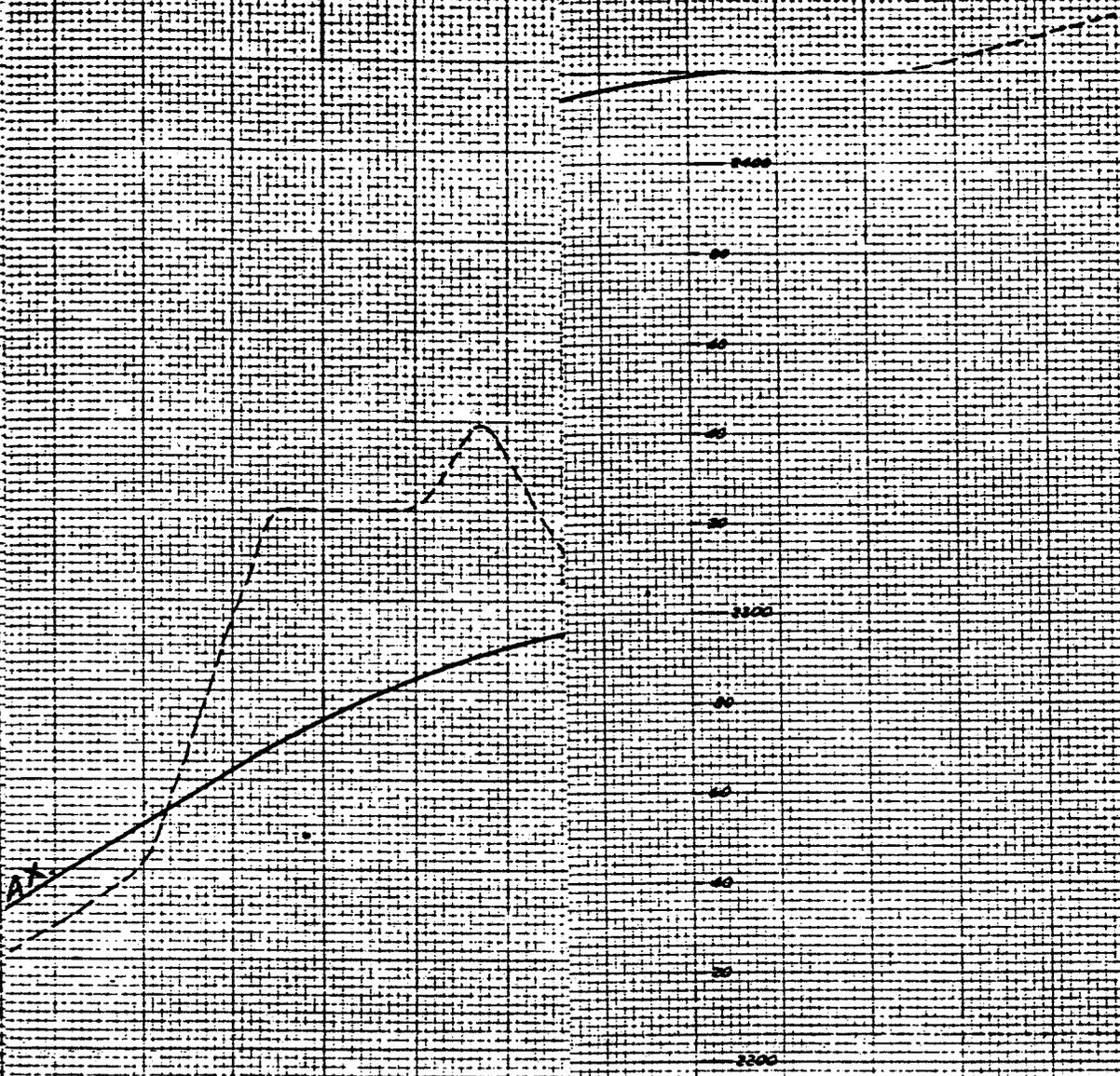
*Does not include normal road construction cost, estimated at an additional \$200,000.00/mile.

70

120-6-00



60:00



United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

October 23, 1978

| | |
|---|--------|
| ARIZONA STATE OFFICE BU. LAND MANAGEMENT | |
| OCT 25 78 | |
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| INCH'T SER | |
| PUB AFF | |
| CF | 2 |
| | ACTION |
| | INFO |
| | SEE ME |

JAMES R. GALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

Mr. Robert O. Buffington
State Director
Bureau of Land Management
2400 Valley Center Building
Phoenix, Arizona 85003

Dear Mr. Buffington:

Since contacting you concerning the Thompson Ranch and the Alamo Road, I have visited the area--flying over it and driving the existing road and the proposed route. I have also discussed this matter with a staff person, Ms. Patricia Bergthold from the State. Both impressions of the project, generated by this trip and discussion, have raised questions in my mind. First, on the comparability of the environmental impacts on all routes and second, on the cost estimates.

While a hundred foot right-of-way is wider than the existing Alamo Road, impact along this route has already occurred and would be increased only. The proposed route however, appears to have little existing impact on the environment at this time and at some points there is none. Thus, the net effect would be two traveled roads in the area rather than one.

The existing road, admittedly longer, is two lanes wide and has been maintained. Conversely, the proposed route, where a "road" currently exists, is one lane wide and very little maintenance has ever been done by Mr. Thompson. The proposed route will evidently require heavy excavation including blasting.

There has also been some speculation that Alamo Lake may develop into a recreation area. If this is the case, it seems likely that the existing road will be improved and development will take place along its path. Therefore, this would become the dominate road in the area as the paved and culverted road to the mine would probably be abandoned when the mine has played out.

with
word
existing
"route"

Robert O. Buffington
October 23, 1978
Page Two

Your response to these questions would be greatly appreciated. Thank you for your interest and concern.

Very truly yours,



MICHAEL L. MITCHELL
Office of Dennis DeConcini
101 North First Avenue #1684
Phoenix, Arizona 85003

MLM/MAQ

RECEIVED OCT 27 1978

MINERALS EXPLORATION COMPANY
Anderson Mine - Right-of-Way

On October 25 I called Andrew L. Bettwy, the State Land Commissioner, and inquired as to whether or not either Mr. Thompson or Mr. Corbett had spoken to him concerning the right-of-way application. He indicated to me that if they had he did not remember. He was vaguely familiar with the application and stated that it was his initial inclination that the applicant's choice of routes represented the one having the least overall impact. The staff personnel did indicate, however (Peggy Spaw), that no route has yet been selected. The basic thrust of the State Land Department is still to await the outcome of the environmental assessment currently being prepared by the Bureau of Land Management.

Mr. Bettwy did ask about the amount of vehicular traffic on the road, and I indicated that it was my understanding that there would be a total of 200 one-way trips on the road per day and that the uranium concentrates would be transported in a tractor-trailer at the rate of approximately once every two weeks. He asked whether or not this information was in the file, and I indicated that I would check and if it was not there I would see that it was furnished to Bill Fish.

JCL
10/26/78

cc: Terry Larson

Minerals Exploration Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tucson, Arizona 85703
Telephone: (602) 884-8073

union
MINERALS

October 27, 1978

Mr. Marvin Dean Durfee
Area Manager - Lower Gila Resource Area
U. S. Department of the Interior
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Dear Mr. Durfee:

Due to the problems and controversy on the Yavapai County application for a right-of-way to provide access to the Anderson Uranium Project, we would appreciate it very much if you would send me a copy of all correspondence and other pertinent information in the file. Also, as new information is added to the file I would appreciate it if you would continue to send copies.

Thank you.

Very truly yours,


Terrence L. Larson
Environmental Engineer

TLL:mm

cc: G. C. Dohm, Jr.

GCD - R of W



BRUCE BABBITT
GOVERNOR

State Land Department

STATE OF ARIZONA

1624 WEST ADAMS - 4TH FLOOR

Phoenix, Arizona 85007

OFFICE OF
STATE LAND COMMISSIONER

October 27, 1978

Mr. Daniel C. Jacobs, Chairman
Business People of Congress, Arizona
Congress, Arizona

Dear Mr. Jacobs:

Thank you for the courtesy of sending this office a copy of the letter-petition you sent to Governor Babbitt regarding easements for the Anderson mine.

The posture of the Land Department is to issue easements for valid purposes over the best route for geographical and environmental reasons.

Nothing exists in this office which suggests not allowing access over state lands to the mine.

This is the present situation: The federal lands must be crossed regardless. The federal people are, by law requirement, doing an environmental analysis. When the federal route is approved the state can then, and I hope favorably and promptly, act on the application across state lands. Until the federal action is complete, the Land Department will not know which state lands are involved.

I believe strongly that Governor Babbitt wants the Land Department to act quickly and favorably on those matters which have direct bearing on Arizona's economy, such as the subject at hand.

Trusting that the foregoing reflects the status and attitude of this office, and that your petitioners will be promptly advised that the favorable action of this office is to reflect our belief in Governor Babbitt's sincere interest in the proposal, I remain,

Sincerely,

A. L. Bettwy
Andrew L. Bettwy
State Land Commissioner

ALB:rm

cc: Honorable Bruce Babbitt
Governor of Arizona
Attention: Mr. Larry Landry,
Administrative Assistant

memorandum

DATE: October 31, 1978

REPLY TO
ATTN OF:

Realty Specialist, Lower Gila Resource Area

A- 10891 R/W
2800

SUBJECT:

Report of Public Meeting - Anderson Mine Property

To: File A-10891 R/W

The purpose of this memo is to document for the case file the proceedings of a public meeting held at the Congress School house on Tuesday, October 24, 1978 at 7:00 P.M.. The meeting was called by Jim Thompson, Clerk of the Congress School Board, to inform members of the community and surrounding area of the magnitude and impact of a uranium mine and mill site on the Anderson Mine property, located approximately 27 miles west of town. Mr. Thompson's ranch underlies a proposed access road to the mill site.

Dean Durfee, Lower Gila Resource Area Manager, was informed of the meeting by representatives of Minerals Exploration Company and by Elladean Bittner, operator of the Pipeline Ranch which is also affected by the access proposal, and asked by both parties to insure BLM representation at the meeting.

Ron Gottsponer, range conservationist, and I had scheduled to be in the vicinity that day for a field examination relating to the access road and were directed by Dean to attend. Dean met us in Wickenburg that evening and was also in attendance.

Jim Thompson opened the meeting which was informally run. Approximately 200 people were in attendance with standing room only. Mr. Thompson quickly turned the meeting over to Union Minerals personnel for an explanation of the project. Mr. Jerry Dome of Union Minerals Company gave an impromptu 30-minute discussion of the mine and mill project with estimates of environmental and economic impacts (he had not been informed that he was to make a presentation). The floor was then opened to numerous questions primarily centering around economics and environmental safety.

The crowd was openly and overwhelmingly hostile to comments reflecting opposition to the project. Only two individuals spoke against the proposed development, one of them being the wife of Mr. Thompson. Most individuals were interested in jobs and economic growth which would be stimulated by the development. Public sentiment was emotional and very strong in favor of the mine.

The proposed access road was mentioned only briefly on two occasions during the meeting. No preferences on routes were vocally expressed. Related comments and the general tone of the meeting strongly inferred, however, that most individuals present desired to see a good, safe, efficient and economical road to the mill site regardless of the particular route chosen.

No questions were directed to the BLM representatives present.

James D. Crisp



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



BRUCE BABBITT
GOVERNOR

Arizona
State Land Department

1624 WEST ADAMS
PHOENIX, ARIZONA 85007
602 - 271-4634



OFFICE OF
STATE LAND COMMISSIONER

November 1, 1978

Mr. Bill Backer, District Manager
Bureau of Land Management
2400 Valley Center
Phoenix, AZ 85073

Dear Mr. Backer:

The State Land Department is pleased to have an opportunity to cooperate with your efforts in determining the most feasible and environmentally preferable route into the Anderson Mine.

We have attached correspondence and the field report for your files. The field report is the result of a site visit by our environmental geologist.

In perusing the Land Department files for information we might share with you, I see lease agreements and in-house documents dealing with Mr. Thompson's holdings on State land. I judge that these are not needed by you. If they are, we will be happy to furnish you xerox copies.

Sincerely,

Andrew L. Bettwy
State Land Commissioner

By: Peggy Spaw
Administrative Assistant
Environmental Desk

ALB/PS/lj
Enclosure

RECVD. NOV 1 1978 BLM-PDO

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| NSA | | | | |

memorandum

2800

A-10891 R/W

DATE: November 10, 1978

REPLY TO
ATTN OF: James D. Crisp, Realty Specialist

SUBJECT: Coordination Meeting with State Lands Department on Anderson Mine Road
Environmental Assessment - October 31, 1978

TO: File - A-10891 R/W

On Tuesday, October 31, 1978, representatives from the BLM Phoenix District met in the offices of the State Land Department at 1624 W. Adams Street to discuss means for improved coordination between the agencies on consideration being given to a right-of-way application from Yavapai County for a paved access road to the Anderson Mine. Representing the BLM were Bill Barker, District Manager; Dean Durfee, Resource Area Manager; Dave Atkins, Environmental Assessment Team Leader, and myself, Realty Specialist assigned to the case. State Land Department officials included Bill Fish, head of Appraisal; Peggy Spaw, head of Environmental Coordination; and Jeff Yeager, assistant to Mrs. Spaw.

Mr. Barker briefed the Land Department officials on the current status of the BLM's environmental study on the road application and the recent decision made to incorporate State lands into that study. He then advised the State people that we very much desired to establish as much coordination between the two agencies on the study as their policies and workload would permit. Of particular importance was their input to descriptions of resources and land uses as they applied to State lands and their recommendations for mitigating measures.

The State representatives expressed strong support for a coordinated effort and pledged whatever information they had available to our team members. It was agreed to set up a meeting the following day with Peggy, Jeff, Dave and me to exchange data and establish further arrangements for coordination.

James D. Crisp

JDCrisp:fd



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



United States Department of the Interior

IN REPLY REFER TO

BUREAU OF LAND MANAGEMENT

PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

WES 1978
A-10891
gws

MEMORANDUM

To: The file

From: David Atkins, Natural Resource Specialist

Subject: Meeting with State Land Department in regards to
Anderson Mine Access Road.

On November 1, 1978, David Atkins and Jim Crisp (BLM) met with Peggy Spaw and Jeff Yeager (State Land Department) in regards to the mine access road. The meeting was held at 1:00 p.m. at State Land Department Offices.

In general, the meeting was held to ascertain what information was available that the two agencies could share during preparation of pre-permit documents. Everyone present agree that both agencies should work together in this regard.

Wildlife, land use, and range use were the primary resources discussed. Also, the method by which BLM had arrived at the three alternatives currently being considered in our EAR was discussed. An additional alternative coming in from the north along the proposed power line was discussed. After discussions with Ramon Fierros, APS and viewing topographic maps, that alternative was dropped. Jeff Yeager indicated that BLM's effort to date had probably arrived at the three best possible routes.

Jeff Yeager indicated that the State Land Department had information on the grazing operations on State trust lands available. I indicated that if any further information was needed we would contact him in the near future.

Peggy Spaw indicated that she would find out if the recent letter submitted by Patty Berghold, Arizona State Parks, was a real indication of that agencies' concerns.

Atkins/cl



LETTERS TO THE EDITOR



November 8, 1978

MEMO TO: Anderson Uranium Project File

FROM: Terrence L. Larson *TLL*

RE: Access Road

Enclosed, is a copy of a letter to Mr. James Corbet from Patricia Bergthold of Arizona State Parks. This letter is concerned with comments from Bergthold on ^{the} proposed access road through Aso Pass. Please note that a number of people have been copied with this letter. I feel that a rebuttal should be prepared for this letter and I have contacted Dames & Moore in Phoenix to assist in preparation of comments on this letter if need be to produce any factual discussion in the other direction.

TLL/cll
enclosure

cc: G.C. Dohm, Jr.
F.H. Buchella
R.Y. Salisbury
R.J. King
D.J. Soderstrom
G.D. Bennett

Minerals Exploratio. Company
Mine Development Group
1846 W. Grant Road, Suite 108
P.O. Box 50324
Tuscon, Arizona 85703
Telephone: (602) 884-8073

UNION
MINERALS

November 8, 1978

Mr. William D. Webb
DAMES & MOORE
Suite 111-A, Security Center
234 N. Central Avenue
Phoenix, AZ 85004

Dear Mr. Webb:

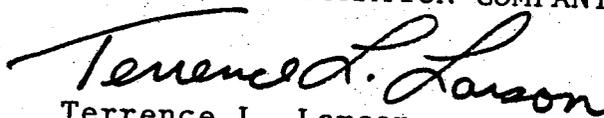
Enclosed, is a copy of a letter from Patricia Bergthold of State Parks that I spoke to you about on the phone the other day. Part of this letter discusses the Mojave-Sonoran ecotone which occurs on the proposed access road through Aso Pass. It is my feeling that Bergthold's discussion of this ecotone does not take into consideration all the facts involved when bearing in mind that access routes B and C probably are located through what I would consider a much better ecotone area. As a result, I feel it is necessary to prepare a rebuttal to this letter.

Therefore, since Dames & Moore has done all of the vegetation and wildlife studies on the mine area and the proposed access road, I feel it would be in our best interest to use your expertise to prepare a factual statement that could help to explain the situation more fully.

If you have further questions, please contact me.

Very truly yours,

MINERALS EXPLORATION COMPANY



Terrence L. Larson
Environmental Engineer

TLL/cll
enclosure

implemented, the present access road will not be retired, essentially doubling the disturbances to enter the mine area. The 100 foot wide right-of-way through Aso Pass will be a major disruption of the areas with undescribed secondary and tertiary impacts on the adjacent lands.

It is my understanding that the lifespan of the mine is 10 to 35 years. At the end of this time, the Access "A" will remain, but provide no other useful function.

Access roads "B" and "C" are, in part, access to the Alamo Lake recreation area; paving this would provide continuing public benefit, beyond the mine's life span.

In the short run, Access "A" seems attractive by its shorter, less expensive route to the mine. In the long run, Access "B" and "C" will provide long term public benefit, and less disturbance to a fragile and undamaged desert area. The real damages to the Aso Pass cannot, at this time, be quantified in dollars, to satisfy a cost-benefit ratio.

Although the Natural Area Program has no jurisdiction in this matter, it is hoped that the concerns this letter has addressed will aid the land use managers you have contacted in their decisions regarding access to the Anderson Mine.

If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

MICHAEL A. RAMNES
State Parks Director



Patricia Bergthold
Natural Area & Trails Coordinator

PB:sw

cc: Jim Crisp, Bureau of Land Management
Terry Larson, Union Minerals Exploration Co.
Robert Curtis, AZ Game & Fish
Senator Dennis DiConcini

LEWIS & CLARK

THE ENVIRONMENTAL CONSULTANTS

RECEIVED DEC 11 1978

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LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
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CONSTRUCTION MANAGEMENT
LEWIS & CLARK
1000 N. CENTRAL AVENUE
SUITE 300
PHOENIX, ARIZONA 85004
TELEPHONE: 252-6611
FACSIMILE: 252-6612

SUITE III-A SECURITY CENTER • 234 NORTH CENTRAL AVENUE • PHOENIX, ARIZONA 85004 • (602) 252-6611

December 7, 1978

Minerals Exploration Company
P. O. Box 50324
Tucson, Arizona 85703

Attention: Mr. Terrance L. Larson
Environmental Engineer

Gentlemen:

In accordance with your request, we have reviewed the letter dated October 27, 1978, from Ms. Patricia Bergthold, Natural Area & Trails Coordinator--Arizona State Parks; the letter describes apparent concerns by Arizona State Parks regarding potential environmental disturbances by the access road proposed from Highway 93 to the planned Anderson Uranium Project. The environmental concerns described relate principally to disturbances to desert vegetation in the vicinity of Aso Pass. Our firm conducted a survey of the wildlife and vegetation for this access road alignment, the results of which are contained in a report to Minerals Exploration Company dated January 31, 1978. Consequently, we are very familiar with the vegetation environment of the area.

We submit the following comments regarding the issues and facts raised in the subject letter from Arizona State Parks:

We completely share Ms. Bergthold's and The Arizona State Park's concern for the preservation of unique, unusual or interesting juxtapositions of natural features. We accept the fact that the Joshua tree community present in Aso Pass area is a part of the Mohave desert community isolated by about 30 miles from the main body of this community in Arizona. We further recognize the Joshua tree parkway forest, that encompasses approximately 100 square miles of Yavapai County also intergrades with the paloverde - saguaro and creosote bush-bursage community of the Sonoran desert.

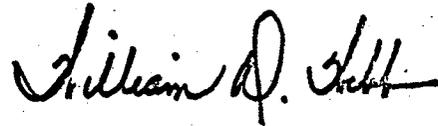
DAMES & MOORE

Minerals Exploration Company
Mr. Terrance L. Larson
December 7, 1978
Page 3

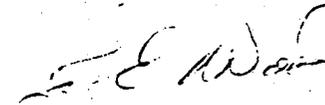
We completely agree with Ms. Bergthold's statement that portions of the parkway area should be preserved as natural areas. Two such areas, representing over 4,000 acres, have been recommended by the Arizona Academy of Science, but neither of these areas are located close to the proposed access road.

Very truly yours,

DAMES & MOORE



William D. Webb
Principle-In-Charge



John E. Wood
Senior Ecologist

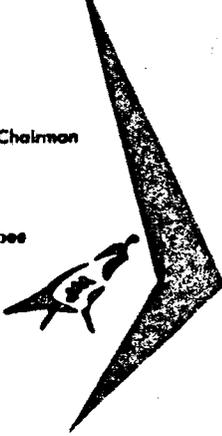
WDW/JEW/ts

Governor
BRUCE E. BABBITT

Commissioners:
FRANK FERGUSON, JR., Yuma, Chairman
MILTON G. EVANS, Flagstaff
C. GENE TOLLE, Phoenix
WILLIAM H. BEERS, Prescott
CHARLES F. ROBERTS, O.D., Bisbee
Director
ROBERT A. JANTZEN

Asst. Director, Operations
PHIL M. COSPER

Asst. Director, Services
ROGER J. GRUENEWALD



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85029 942-3000

NOV 27 1978 BLM-PDC

1-10871

November 22, 1978

Mr. W. J. Fish, Jr.
Appraisal Division
Arizona State Land Department
1624 West Adams
Phoenix, Arizona 85007

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Re: Application No. 16-64590

Dear Mr. Fish:

Our Department has reviewed the above-referenced application, concerning a new county road, and the following comments are presented.

The State lands that the proposed road alignment would cross constitute high value habitats for small game and mule deer, as identified in our report to the State Land Department in March 1974. Additionally, values are considerable for non-game mammals and birds, including raptors. The topography along the alignment is quite varied and, as a consequence, a diversity of wildlife species exist. Furthermore, this area is within an ecotone between the Mohave and Sonoran deserts; thus adding to the uniqueness, i.e., faunal and floral diversities.

It is our belief that several direct impacts would most certainly result with the construction of a paved, high-speed road through Aso Pass in the Black Mountains.

1. The road will open up an area that heretofore has experienced limited access and disturbance, that has chiefly been on a seasonal basis. The present primitive dirt road through Aso Pass is maintained by the local rancher only when wash-outs have occurred and hampered his ranching operation. The new road will encourage increased use of the area with the resultant increased disturbance.
2. Presently, there is a natural movement of big game (primarily mule deer, but to a lesser extent javelina) through and around Aso Pass; also along the wash systems that drain the Black Mountains. This movement is seasonal, and may be in response

to vegetative "flushes", or water availability, or both. Two Department developed wildlife water catchments are located on the west side of the Pass -- one to the south and the other to the north of the proposed road alignment. The new road, with the increased traffic it would encourage, would increase the chance for road-kill losses of deer, and wildlife in general, within the Pass and wherever the road would cross a wash drainage system or natural movement corridor. Appurtenant to the roadway would be a fence along the right-of-way. This would pose additional problems for big game movements.

3. Several natural waters, including springs and potholes occur in the Black Mountains. Also, dirt tanks for livestock exist. One such tank occurs in Aso Pass. This water is utilized not only by livestock but by most resident wildlife in the vicinity. The proposed road would require the removal of this tank and much of the mature riparian growth along the wash and adjacent to it.
4. The Black Mountains are historic desert bighorn sheep habitat. As recently as 1963, sheep were observed in this mountain range. Due to the rugged terrain, limited access and disturbance, and the availability of natural waters, the range is suitable for consideration for re-establishing bighorn sheep. However, with a paved road, improved access and increased potential for disturbance the transplant prospect would be severely jeopardized and probably eliminated.

It is our understanding that the usable life span of the present Anderson Mine uranium ore body is from 10 to 14 years. For what purpose would this road be used after the ore body is exhausted? This particular road alignment is but one of three possible routings. The other two utilize portions of the Alamo Road, south of the Black Mountains, that provides an access to the Alamo Lake Recreation Area. The Alamo Road and the other alternative routes traverse lower, less formidable terrain with correspondingly less diverse floral and faunal speciations.

In summary, the Arizona Game and Fish Department recognizes substantial habitat and wildlife values in the Aso Pass area of the Black Mountains. This new road would significantly jeopardize many of these values. Therefore, we would recommend that the application to construct a road across State lands and through Aso Pass in the Black Mountains be denied.

Mr. W. J. Fish, Jr.

- 3 -

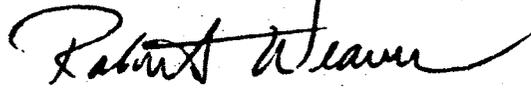
November 22, 1978

Enclosed for your information is a letter from Ms. Patricia Bergthold, State Parks Department, relating some of the values of the Aso Pass area as she interprets them.

Thank you for the opportunity to review this application and offer comments. If any further information or comments are desired, please let me know.

Sincerely,

Robert A. Jantzen, Director



By: Robert Weaver, Wildlife Specialist
Planning and Evaluation Branch

RW:dd

Enclosure

cc: Don Wingfield, Supervisor, Region IV
W. K. Barker, B.L.M., Phoenix
James L. Corbet, Wickenburg
Donald C. Gilbert, A.A.E.C., Phoenix



October 27, 1978

ARIZONA STATE PARKS

James L. Corbet
Attorney at Law
1 Apache Street
P.O. Box 146
Wickenburg, AZ 85358

1688 WEST ADAMS STREET
PHOENIX, ARIZONA 85007
TELEPHONE 602-271-4174

Dear Mr. Corbet:

BRUCE BAIBITT
GOVERNOR

In response to your request to analyze the Aso Pass alternate route "A" to the Anderson Mine site as the area may relate to the Natural Area Program, I offer these comments:

STATE PARKS
BOARD MEMBERS

We have no proposed or registered natural areas in the vicinity of the proposed access road.

RICKI RARICK
CHAIRMAN
TUCSON

A major omission of our inventory is the lack of a Natural Area illustrating this interface of the Arizona Upland division of the Sonora Desert and the Mojave Desert typified by the Aso Pass site.

JOSEPHINE BAILEY
VICE CHAIRMAN
TUMACACORI

We have criteria to aid in identifying potential natural areas that apply biologic, geologic, hydrologic and scenic/recreational/educational values to a site. Several criteria are applicable to the Aso Pass area:

CABOT SEDGWICK
SECRETARY
NOGALES

Biologic: Communities illustrating typical characteristics of a widespread biologic region existing under prevailing natural conditions; and, unusual or interesting juxtaposition of natural features.

ANDREW L. BETTWEY
PHOENIX

Geologic: Area with high scenic or interpretive values.

A.C. WILLIAMS
PRESCOTT

The indicator plants of the Sonora and Mojave Deserts, the Saguaro and Joshua tree, meet in limited and specific geographic settings favorable to both plants. The less obvious plants and animals which are typical of the separate deserts add to high species diversity. Aso Pass has high geologic relief, and provides many species niches within the Pass.

SAM RAMIREZ
PHOENIX

DUANE MILLER
SEDONA

While the ecotone elements may seem common in this vicinity, it occurs only in Arizona, and in an extremely limited geographic area. Deliberate disturbances to this ecotone should be carefully considered. Additionally, the mountains east of the Mine site which create Aso Pass are essentially undisturbed, with two areas qualifying for consideration under the present BLM wilderness criteria. ?

MICHAEL A. RAMNES
DIRECTOR

WALLACE VEGORS
DEPUTY DIRECTOR

The Anderson Mine site, west of Aso Pass, will be heavily disturbed during the next several decades. If access alternate "A" is

James L. Corbet
October 27, 1978
Page 2

implemented, the present access road will not be retired, essentially doubling the disturbances to enter the mine area. The 100 foot wide right-of-way through Aso Pass will be a major disruption of the areas with undescribed secondary and tertiary impacts on the adjacent lands.

It is my understanding that the lifespan of the mine is 10 to 35 years. At the end of this time, the Access "A" will remain, but provide no other useful function.

Access roads "B" and "C" are, in part, access to the Alamo Lake recreation area; paving this would provide continuing public benefit, beyond the mine's life span.

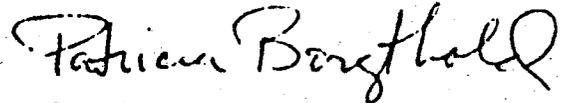
In the short run, Access "A" seems attractive by its shorter, less expensive route to the mine. In the long run, Access "B" and "C" will provide long term public benefit, and less disturbance to a fragile and undamaged desert area. The real damages to the Aso Pass cannot, at this time, be quantified in dollars, to satisfy a cost-benefit ratio.

Although the Natural Area Program has no jurisdiction in this matter, it is hoped that the concerns this letter has addressed will aid the land use managers you have contacted in their decisions regarding access to the Anderson Mine.

If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

MICHAEL A. RAMNES
State Parks Director



Patricia Bergthold
Natural Area & Trails Coordinator

cc: Jim Curtis, BLM
Terry Larson, Union Exploration
Robert Curtis, AZ Game & Fish
Senator Dennis DeConcini

MEMO TO: G. C. Dohm, Jr.
F. H. Buchella, Jr.
R. J. King, Jr.
R. Y. Salisbury
G. D. Bennett
D. J. Soderstrom

DATE: November 29, 1978

FROM: [REDACTED]

RE: Yavapai County Access Road
BLM Application

Enclosed is a copy of the Environmental Assessment Report (EAR) for the Yavapai County Access Road application. This EAR is for both state and federal lands, although little input was received from the state.

This EAR has been sent to the following people for comments due no later than December 15th:

U.S. Senator Dennis DeConcini
U.S. Senator Barry Goldwater
U.S. Representative Robert Stump
Arizona State Representative John Hays
Mr. James Corbett
Mr. James Thompson
Mr. Phil Knight
Mr. S. J. Madril
Mrs. Ellandean Bittner
Arizona State Highway Department - Prescott
Yavapai County Stock Growers Association
Arizona State Land Department
Arizona State Game and Fish
Arizona State Parks Department
Arizona Center for Law in the Public Interest
Yavapai County Engineer
Congress Businessmen's Group who initiated the
present petition in support of the project
c/o Dan Jacobs
Minerals Exploration Company

Please review this EAR and submit your comments to me by the 11th of December. I will submit a composite of all your comments.

TLL:mm

THE PIPELINE RANCH

PHX. DISTRICT-BLM

DEC 18 '78

S

December 11, 1978

Mr. Dean Durfee, Area Manager
Lower Gila Resource Area
Bureau of Land Management
Phoenix District Office
2929 West Clarendon Avenue
Phoenix, Arizona 85017

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Dear Sir:

In response to the BIM's environmental assessment report for Yavapai County's access road to the Anderson Mine, I have the following comments.

As those of you familiar with the desert know, wildlife is dependent upon a constant supply of water and the canyons along Date Creek near the Arch have provided this for centuries. Last fall we saw a bobcat, many large mountain lion tracks, and, in the past, javelina tracks there. It is a nesting area for raptors and a haven for dove and quail. This area is a short walk from the proposed road and bridge of Route B.

Route C would have a similar impact, for although it is further from the springs and upper creek, pipes cross in many places to keep a constant supply of water for wildlife. A road and bridge across Date Creek on this route would disturb a protective covering of mesquite and desert willow.

The molesting of wildlife along the creek is reason enough not to bring the access road and bridge to the Pipeline Ranch allotment. The following would also have a negative impact.

1. The chance of increased trespass and vandalism at the ranch headquarters.
2. An inhibition of the movement of livestock.
3. A necessity to alter the main pipeline from Tres Alamos Spring..
4. Disruption of the present allotment plan.
5. A reduction of animal units, economically drastic to a small ranch.
6. Movement of excessive amounts of earth, resulting in erosion and destruction of valuable desert plants.

For the record, we are not opposing the development of the Anderson Mine, since alternate sources of energy are important to the nation now, but we support Route A, which would be cheaper, therefore less inflationary, and would disturb less state and federal land, less wildlife and fewer plants.

Sincerely

[Signature]
Eliadean Hays Pittner

236 west fifth avenue, apt. 1
anchorage, alaska 99501

p. o. box 278
congress, arizona 85332

JOHN OLSEN
CHAIRMAN

ANN-LAWRIE AISA
CLERK



R. BRUCE EVANS
MEMBER

ART COPPINGER
MEMBER

Yavapai County Board of Supervisors

COURTHOUSE

PHONE (602) 445-7450

PRESCOTT, ARIZONA 86301

December 13, 1978

Mr. Dean Durfee, Area Manager
Phoenix District Office
Bureau of Land Management
2929 W. Clarendon Avenue
Phoenix, Arizona 85017

RE: PDO-LGRA, 1791, A10891

Dear Mr. Durfee:

The Yavapai County Board of Supervisors has considered the Bureau's Environmental Assessment for the Anderson Mine Road, as well as making an on-site inspection of the area and talking with many of the parties concerned with the proposed road.

It is the considered opinion of the Board that Alternative A is the route which should be approved for this road.

Thank you for all the information which you have provided the Board in this matter.

Sincerely yours,

Ann-Lawrie Aisa
Ann-Lawrie Aisa, Clerk

PHX. DISTRICT-BLM

ALA:clb

cc: County Engineer
Planning & Zoning Department

DEC 18 '78

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| ASST. DM | |
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| LGRA | <i>[Signature]</i> |
| PRA | |
| KRA | |
| ACTION | |

JAMES L. CORBET
ATTORNEY AT LAW
1 APACHE STREET
P O BOX 146
WICKENBURG, ARIZONA 85358
TELEPHONE (602) 684-8416

PHX DISTRICT-BIM

DEC 15 '78

December 13, 1978

United States Department of Interior
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Attn: Marvin D. Durfee
Area Manager
Lower Gila Source Area

Re: PDO-LGRA
1791
A10891
Anderson Mine Environmental Assessment

Dear Mr. Durfee:

Thank you for your letter of December 1, 1978, and the enclosed copy of the Environmental Assessment. I welcome the opportunity to comment on the report prior to the submission of your recommendations to Mr. Buffington. I am writing on behalf of Mr. & Mrs. James I. Thompson with the hope that these comments will aid you in making your recommendation.

In reading the Environmental Assessment Report (EAR) two things become immediately apparent. First, the EAR shows that this project has serious environmental consequences. Since the information developed or provided by Union Minerals (Union) is in many instances incomplete, insufficient, or entirely lacking, a full and independent Environmental Impact Statement should be prepared to adequately evaluate the effects of granting the right-of-way.

Second, the only reasonable conclusion which can be drawn from the information which is provided is that Route "A" is the least desirable alternative. A highway over Route "A" would have a significant and detrimental

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impact on most of the interests evaluated. It would seriously damage the ranching operation of Mr. Thompson; would adversely impact unique and high quality plant life and scenery; would destroy several recognized archaeological sites; and would result in a diminution of important wildlife habitats. These adverse results are either significantly less damaging or completely lacking on Routes "B" and "C". In addition, the selection of either Route "B" or Route "C" would provide additional uses and benefits not present with the selection of Route "A". The only advantage of Route "A" is its lower cost to Union. As a result of these and possibly other problems, a right-of-way over Route "A" is opposed by the Arizona Game & Fish Department, the Arizona Department of Transportation and the Arizona State Parks Department, and by two of the four ranchers who would be affected by Routes "B" and "C".

It is obvious that much of the data used in the preparation of the EAR was provided by Union and therefore it should be given the weight that any self-serving statement would be given. It cannot, within the bounds of propriety, be treated as an accurate statement of fact without an exacting investigation.

Section I of the EAR, especially as it relates to Route "A", does not provide adequate information upon which a determination to grant the application for a right-of-way can be made. There is no information, for example, on the amount of cut and fill operation which will be necessary nor from where the earth will be removed nor the manner of its disposition. Before any project with a major environmental impact on the surrounding area can be properly considered the necessary information and engineering data must be made available. In this situation, where the bulk of the information presented was provided by Union, the party most interested in a specific right-of-way, it must be assumed that the unavailable information would show either serious environmental impacts upon Route "A" or the lack thereof on Routes "B" and "C".

Section II of the EAR describes the plant life along the proposed routes but fails to mention the ecotone of Saguaro and Joshua trees which, according to a letter from the Arizona State Parks Department appears only in Arizona and then in an extremely small geographic area. The letter states: "Deliberate disturbances to this ecotone should be carefully considered." This reference is to Route "A". This same letter, a copy of which is attached hereto, mentions

the "...continuing public benefit..." to the Alamo State Park after the termination of the mining operation. One paragraph, which we believe to be particularly pertinent, states: "In the short run, 'Access A' seems attractive by its shorter, less expensive route to the mine. In the long run, Access 'B' and 'C' will provide long term public benefit, and less disturbance to the fragile and undamaged desert area. The real damage to the Aso Pass cannot, at this time, be quantified in dollars, to satisfy a cost-benefit ratio."

The EAR also fails to mention the State Joshua Tree Parkway. Route "A" ends on Highway 93 in one of the areas of thickest Joshua Tree growth while Routes "B" and "C" exit at the southerly tip of the parkway where the damage to the trees would be lessened.

The fact that this vegetation is located upon land belonging to the State of Arizona should not cause its exclusion from the EAR. If the Bureau of Land Management (BLM) should grant Route "A", it would effectively fore-close the state from granting an alternate right-of-way and therefore the impact upon state land must be evaluated.

The description of animal life is deficient in its failure to discuss the existence of Mountain Lion in the area of Route "A". Cattle have been lost to Mountain Lion on the Thompson allotment and tracks have been sighted at Aso Pass tank as recently as one month ago.

The possible re-introduction of Big Horn Sheep in the Tres Alamos Peak area and in the Black Mountains would be effectively eliminated by Route "A". A letter from the Arizona Game and Fish Department, a copy of which is attached hereto, indicates that the Black Mountains are:

"...suitable for consideration for re-establishing Big Horn Sheep. However, with a paved road, improved access, and increased potential for disturbance the transplant prospect would be severely jeopardized and probably eliminated."

The Game and Fish Department:

"...recognizes substantial habitat and wildlife values in the Aso Pass area of the Black Mountains. This new road (Route "A") would significantly jeopardize any of these values.

Therefore, we would recommend that the application to construct a road across state lands through Aso Pass and the Black Mountains be denied."

Although the above letter just quoted is directed to the Arizona State Land Department, it should be of concern to and taken into consideration by the BLM.

The EAR states on page 24 that the aesthetics surrounding the mine have been lessened due to the "...high level of intrusion." After having defaced the beauty of the area, Union now wants to carry this deformity one step further by extending a roadway through the most lovely land in the area, this to reduce it's costs of construction and give its stockholders a greater return on their financial investments. This financial gain to Union's investors would be paid at the expense of the public. It is the public that would lose the untouched beauty only to be replaced by a 26 foot paved roadway.

Table 2 in Section III presents a totally unrealistic picture of the impact of the proposed route and alternatives. For example, the existing jeep trail which Route "A" is to follow varies in width from 9 to 12 feet rather than the 15 foot width as stated in the table. In addition, the table fails to take into account the fact that Route "A" does not exactly follow the jeep trail and, in fact, is a totally new disturbance for a part the length considered to be on an existing "road".

Finally, it is clearly unjust to compare this trail with the well developed Alamo and Palmarita ranch roads. The surface disturbance for Route "A" is overstated and for Routes "B" and "C" is understated.

In considering the impacts related to road length, the EAR continually asserts that the impacts will be greater on Routes "B" and "C" because of length and nowhere recognizes the fact that both "B" and "C" join Highway 93 at a point nearly 5 miles closer to the local population centers than Route "A". As a result, the total distance traveled by persons going to the Anderson Mine is comparable on Routes "A" and "B" and only a few miles longer on Route "C".

It is asserted that the development of a major access route will benefit further exploration and development of uranium resources in the area. If this is the case, then the impact of future development should have been evaluated, and the EAR should have discussed the effects of the different routes on future exploration and

development since either Route "B" or "C" would also benefit further exploration and development.

The EAR discussion of mitigating measures is totally inadequate. It is impossible to determine if mitigation can be effective if thorough and complete information concerning such mitigation has not been disclosed.

Contrary to the assertions of Union that Route "A" will utilize the existing jeep trail, the EAR (page 33) indicates that they are willing to "realign" the route so that it can wander around through previously undisturbed land, missing some recognized archaeological sites and running through others. A satisfactory archaeological mitigation and salvage plan should be submitted and approved before granting the right-of-way.

The estimated life time of the mine is stated to be 10 to 14 years including the period of construction. The EAR does not address the creation of a paved highway which may eventually go nowhere. This report should evaluate the feasibility and costs of restoring the area of Route "A" to its present, relatively undisturbed state since there are no alternative uses for the road.

The impact on vegetation is dissimilar on Route "A" as opposed to Routes "B" and "C". The majority of the southerly area covers terrain with less diverse floral and faunal specimens. Route "A" is also the only area where the ecotone of Saguaro and Joshua trees would suffer severely.

With respect to the "human values" that are discussed, the EAR fails to take into account the advantages to the Santa Maria Ranch (see attached letter) and the fact that paving either Route "B" or "C" would surface in excess of 50% of the distance from Highway 93 to Alamo Lake.

Route "A" would not have "a beneficial impact on the existing county road system of Yavapai County" if, at the end of 10 years, the County is left to maintain a road with no practical use. Alternative Routes "B" and "C" would provide benefits in that either would serve ranches and the users of Alamo Lake, while Route "A" would in all likelihood always remain as an ugly scar upon the surface with no purpose except to bifurcate the Thompson Ranch.

It is stated that Route "A" will significantly impact wildlife populations but that the degree of impact "...is not known." The purpose of this document is to make information known so that an intelligent decision can be made.

The EAR concludes that the archaeological impacts are similar on all routes although no known archaeological sites are mentioned which would be impacted by Routes "B" and "C".

While the EAR states at page 17 that the Thompson allotment is divided into 2 pastures it can be seen by the plat attached hereto that the ranch is divided into 6 pastures. If Route "A" as approved, it would then be divided into 8 pastures.

BLM has indicated an interest in dividing the pasture designated as #6 and to utilize Union's roadway for that purpose. This could be accomplished by four miles of fencing, for which Mr. Thompson is willing to pay if this issue should be of such magnitude that BLM would require it.

The Thompsons will also allow the transfer of the property necessary to compensate the adjoining land owners for any loss of animal unit months.

In summary, it should be pointed out that the environmental impact upon the 3 routes is not similar. Route "A" traverses an area having unique plant and animal life and impacts at least 8 recognized archaeological sites.

The EAR is in error wherein the actual surface disturbances of the 3 routes is stated, and it fails to take into consideration that the distance to local population centers is nearly the same on all routes.

As stated on page 18 of the EAR, priority is to be given to areas of critical environmental concern. We find 3 such areas along Route "A": wildlife, plant-life and archaeological sites. We find none on Routes "B" or "C".

While there are no existing roads along Route "A" there is a jeep trail. Along portions of Routes "B" and "C" there is an existing roadway of substantial size. This roadway should be utilized if at all possible.

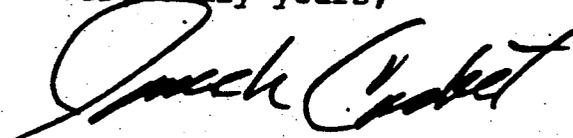
It should also be noted that as a decisional document the EAR is sorely lacking. The issues have not been spelled out with sufficient clarity to enable the State Director to make an informed decision. It is clear from the questions raised in this report that a full and independent environmental impact statement should be prepared. The effects upon the environment are shown by this report to be significant; the proposed route impacts a fragile environment containing unique plant and animal life; and the selection of the route is an irrevocable commitment of natural resources of this State and the Department of the Interior.

Upon careful review it will be seen that the only arguments in favor of Route "A" are based upon information provided BLM by Union. Since the entire issue boils down to one of great environmental impact to natural resources belonging to the public as opposed to additional expense to Union, information should be of an independent nature and should adequately assess all the impacts of the proposed action.

A decision to grant a right-of-way over Route "A" upon the basis of this EAR would be against the clear intent of the Federal Land Management and Policy Act and the National Environmental Policy Act.

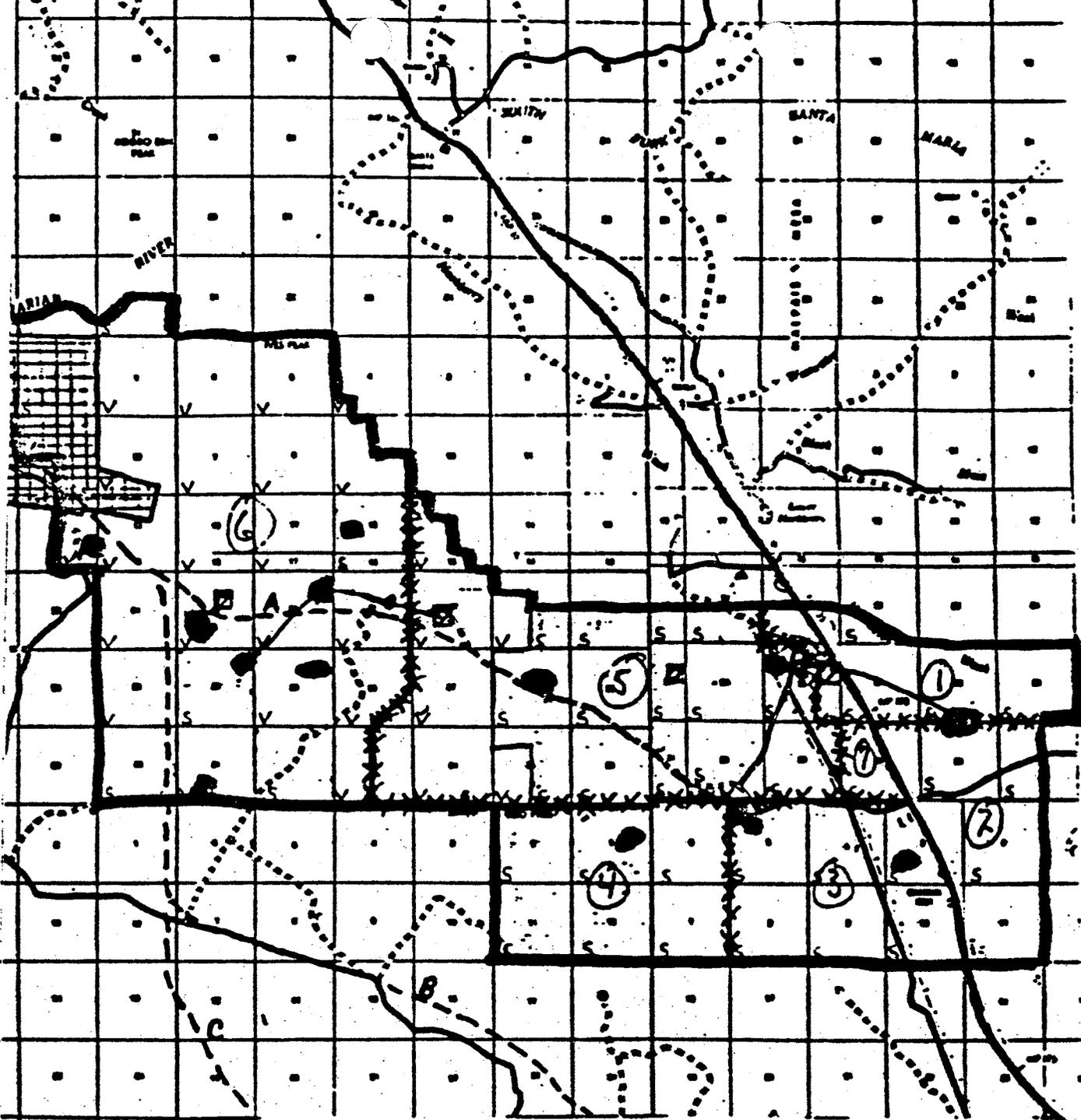
Should you have any questions concerning this letter please feel free to contact me.

Very truly yours,



JAMES L. CORBET

JLC/cd
encl:



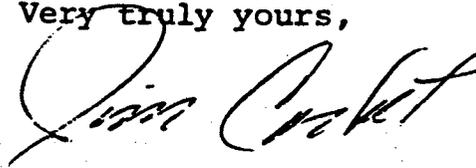
THOMPSON LEASE-LEGEND

- V Public Domain Lands
- S State Leased Lands
- ▣ Patented Lands
- *** Allotment and Pasture Boundaries
- Proposed Routes
- ▣ Mine Site
- - Earth Tanks
- *** Fence lines
- - Water Troughs and signs

PLATE 7

Should you have any questions, please feel
free to contact me.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jim Corbet". The signature is written in a cursive, flowing style with a large initial "J".

JAMES L. CORBET

JLC/cd

cc: State Land Department
Michael Mitchell



Western Union

Telegram

PFA013 (0055) (1-000197A349) PD. 12/15/78 0053
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05049 A NL ANCHORAGE ALASKA 50 12-14 540P AST
PMS MR DEAN DURFEE-BUREAU OF LAND MANAGEMENT
2929 WEST CLARENDON AVE
PHOENIX AZ 85017

Handwritten signature

WE OBJECT ROUTES B OR C ANDERSON MINE ROAD. THEY DISTURB
WILDLIFE AND GRAZING ROTATION SYSTEM CAUSE EROSION DESTROY
MORE PLANTS ARE INFLATIONARY. WE SUPPORT URANIUM MILL AND ROUTE
A. LETTER SENT
ELLADEAN BITTNER, PIPELINE RANCH
NNNN

SF-1201 (RS-89)

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| OPER | |
| RES. MGMT | |
| PLAC | |
| TRAINING | |
| LGRA | |

Mr. Dean Durfee, Area Manager
Lower Gila Resource Area
Bureau of Land Management
2929 West Clarendon Avenue
Phoenix, Arizona 85017

RE: Bureau's Environmental Assessment
for the Anderson Mine Road.
PDO-LGRA-1791 A10891 ACTION

Dear Mr. Durfee:

We would like to quote a portion of the above captioned Assessment:

Page 51, Item V. The last sentence.

"Local citizens have indicated strong support for the mine project but have not clearly indicated a preferred route for the access road."

Therefore; we the undersigned have elected this means to advise you that we support Route "A" for the following reasons:

1. Shorter distance.
Route "A", 12.2 Miles.
Route "B", 18.7 Miles.
Route "C", 20.5 Miles.
RE: Item I, Pages 2 & 3, Sub-paragraphs B & C.
2. Fewer new acres physically disturbed.
Route "A", 46.4 Acres.
Route "B", 67.6 Acres.
Route "C", 80.7 Acres.
RE: Table 2.

3. Fewer County tax dollars needed for maintenance of 12.2 miles of road than for 18.7 or 20.5 miles of road.
RE: Item I, Page 1, Sub-paragraph A.

4. Safer Route.
We feel Route "A" would have greater sight distances in as much as it does not cross the rough terrain at the Date Creek Crossing. RE: Item I, Page 3, S-Parg. C.

5. In general, regardless of the route selected, the surrounding area would experience the same types of impact.
RE: Item VII, Page 52.

6. Due to the additional cost of constructing Routes "B" and "C", we feel the company would decide not to proceed with the project, as the additional cost would be prohibitive.
Route "A", \$2.5 Million.
Route "B", \$4.3 Million.
Route "C", \$4.6 Million.
RE: Item I, Pages 2 & 3, Sub-paragraphs B and C.

Economically our area needs this project.

Sincerely,

Jayne Cunningham P.O. Box 254 Congress, Ar.
Jeanne Burton P.O. Box 325 Congress Ar.
Peter Cordem Box 529 Wickenburg Ar.

[Signature] Box 666

arizona center for law in the public interest

P. O. Box 2783, Phoenix, Arizona 85002
(602) 252-4904

Director
Bruce Meyerson

December 14, 1978

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United States Department of the Interior
Bureau of Land Management
Phoenix District Office
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Attention Dean Durfee, Area Manager

Comments on Environmental Assessment Report
Anderson Mine Road, PDO-LGRA, 1791, A10891

Dear Mr. Durfee:

This letter is sent on behalf of our client, Arizonans for Safe Energy, with respect to the Bureau of Land Management's Environmental Assessment Report (EAR) for the Anderson Mine Road. Arizonans for Safe Energy (AFSE) is a non-profit organization with a statewide membership concerned with the environmental and socioeconomic effects, including cost, of energy production and use.

After careful review we have concluded that the EAR does not fulfill the Bureau's responsibilities under federal statutes including the National Environmental Policy Act (NEPA), 42 U.S.C. § 4331 et seq.; the Federal Land Policy and Management Act of 1976 (FLPMA), 43 U.S.C. § 1701, et seq.; and the Wild Free-roaming Horses and Burros Act, 16 U.S.C. § 1331, et seq. We therefore request that BLM prepare an Environmental Impact Statement on the entire Anderson Uranium Project.

Preliminary Statement

The EAR addresses the subject of an access road for the proposed Anderson Uranium Project. The Minerals Exploration Company, a subsidiary of the Union Oil Company, (Union Minerals) has applied for a radioactive materials license for a uranium mine and mill. The Arizona Atomic Energy Commission

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(AAEC) is the licensing agency under an agreement with the Nuclear Regulatory Commission (NRC). The application to the AAEC states that the proposed mine, waste dump and haul roads will cover about 760 acres. (App., 2-1) According to the application, mining may be extended if valuable uranium deposits are discovered. (App., 2-1) Union Minerals stated that it had obtained mining rights on approximately 4260 acres of land of which BLM owns the surface rights to approximately 2820 acres and the state of Arizona to 1440 acres. (App. 2-1)

The area has had little mining activity. (EAR, p. 16) It has been designated an "attainment" and "unclassifiable" area under the Federal Clean Air Act and contains a variety of vegetation, many species of which are protected under state or federal law. (EAR, pp. 11, 12) Both the proposed road and the mining and milling operation would destroy important wildlife habitat. A very significant effect that is expected is increased exploration and mining by Union Minerals and other companies. (EAR, pp. 7, 16, 25, 28). The ultimate socioeconomic consequences to what is at the present time a rural area would be dramatic.

The EAR demonstrates the need for a more thorough environmental analysis and environmental impact statement (EIS). Furthermore, the EIS should address the entire Anderson Uranium Project. The environmental impacts of uranium mining and milling are of such a magnitude that BLM would fail to fulfill its statutory mandate to manage and protect the public lands if it does not prepare a complete EIS. A complete independent environmental analysis of the entire project has not been done by any governmental body. (This lack of analysis includes a total absence of any actual independent review of the safety of the tailings impoundment dam.)

General Comments

Failure by BLM to fully evaluate the environmental impact of the Anderson Uranium Project and to minimize degradation of the public lands would be "action." Environmental Defense Fund, Inc. v. Hardin, 428 F.2d 1093, 1099 (D.C. Cir. 1970). The authority of BLM to manage the public lands supplies the requisite federal action for NEPA purposes. Defenders of Wildlife v. Andrus, 9 E.R.C. 2111, 2118 (D.D.C. 1977), related case 77 F.R.D. 448 (D.C.D.C. 1978). See also CEQ's recent NEPA regulations, 43 Fed. Reg. 56004 (Nov. 29, 1978). Federal action is involved in this project on the part of NRC through the agreement-state program and BLM through its management of public lands. Either of these is sufficient to trigger the need for an EIS; their cumulative effect is even stronger. See CEQ Guidelines, 40 C.F.R.

§ 1500.6. Under CEQ's recent NEPA regulations, the mine, mill and access road are "connected actions." 43 Fed. Reg. 56005.

BLM holds the public lands in trust for the people and is the lead agency for this project, although review responsibilities might be shared with the NRC. To discuss only the access road results is a serious understatement of the short-term and long-term environmental impacts, both direct and indirect. It also understates the controversial nature of this project.

BLM's Statutory Authority

FLPMA - Section 302. Whatever Union Minerals' rights are under the Mining Law of 1872, and these are not totally unrestricted rights, BLM must fulfill its responsibilities under FLPMA, NEPA, and the Wild Free-roaming Horses and Burros Act. See Friends of the Earth, Inc. v. Butz, 406 F. Supp. 742, 747 (D. Mont. 1975).

FLPMA mandates that in managing the public lands the Secretary, in this case through BLM, "shall, by regulation or otherwise, take any action necessary to prevent unnecessary or undue degradation of the lands." Section 302(b), 43 U.S.C. § 1732(b). This provision applies to projects under the Mining Law of 1872. Id. The EAR does not even address the entire Anderson Uranium Project although it is on federal land and will impact federal land.

FLPMA is BLM's organic act and provides BLM with the teeth to truly protect public lands. Given the magnitude of the possible harm to the environment from the proposed uranium mine and mill, and the authority of the BLM to prevent unnecessary or undue degradation from the uranium mine and mill, it is incumbent upon BLM to prepare an EIS which analyzes the total project.

Certainly, BLM cannot, under FLPMA, ignore the total project. Even if an EIS were not required NEPA requires that BLM's decision making be in accordance with NEPA "to the fullest extent possible." 42 U.S.C. § 4332. Read in conjunction with FLPMA and the environmental protection statutes such as the Wild Free-roaming Horses and Burros Act, BLM should not ignore the rest of the Anderson Uranium Project.

Unless an analysis is done, BLM cannot know what steps it or Union Minerals should take to prevent unnecessary or undue degradation of the lands. In order to fulfill its NEPA

mandate under its FLPMA authority, BLM should do a complete environmental analysis including an EIS.

As has been stated previously herein, it is our position that the agreement-state licensing is subject to NEPA requirements. However, regardless of whether NRC's agreement-state licensing program is federal action under NEPA, BLM's authority under FLPMA is sufficient federal action to trigger the NEPA requirements.

Among BLM's responsibilities under FLPMA in managing the public lands is the protection of vegetation and wildlife. BLM should prepare an EIS which addresses in specifics the impact on vegetation and wildlife including the state protected plant species, the desert tortoise, and the gila monster which the Arizona Game and Fish Departments has listed as species which may be in jeopardy in the near future, and Agave mckelveyana which is a federally proposed endangered species. (EAR 11-14)

Wild Free-roaming Horses and Burros Act. The Wild Free-roaming Horses and Burros Act unquestionably requires BLM in managing public lands to protect the wild free-roaming burros which are found in the area. (EAR, p. 13) The EIS should include a specific analysis of the expected impact on the burros from the road, and mining and milling operation.

FLPMA, Section 603. There are four roadless areas of 5,000 acres or more within the study area which were initially inventoried for wilderness status under Section 603 of FLPMA. (EAR, p. 18) BLM should not allow the suitability of these areas for preservation as wilderness to be impaired at this point without preparing an EIS. This FLPMA responsibility alone triggers the need for an EIS. See Defenders of Wildlife v. Andrus, 9 E.R.C. 21111 (D.D.C. 1977). See also DOI Solicitor's Opinion, BLM Wilderness Review -- Section 603, Federal Land Policy and Management Act, September 5, 1978.

EAR, I.3., Page 3. The EAR states: "The alternative of no action or permit denial would also allow the possibility of Union Minerals constructing its own access pursuant to the Mining Law of 1872 without further federal authorization or comment."

Under FLPMA, the Secretary has the duty to prevent unnecessary or undue degradation of the public lands regardless of the project involved, and; therefore, BLM would be involved in any such proposal for an access road across public lands. Therefore, the above statement in the EAR is too broad and fails to recognize BLM's FLPMA responsibilities.

Anderson Mine Road
December 14, 1978
Page Five

EAR, III, pp. 24-29. The EAR is not specific enough about the impact on plants and wildlife values. This analysis should address the long-term impact on the public lands from increased intrusion on the lands. CEQ Guidelines, 40 C.F.R. § 1500.8. Because of the significance of this impact from the road alone an EIS should be prepared even if BLM had no obligation to consider the entire Anderson Uranium Project. Knowing what mitigation measures are required depends on a more specific analysis of the impact on vegetation and wildlife.

The discussion of the impacts on the air quality, erosion, water and land use is cursory at best. The EAR, as previously noted herein, recognizes the pressures that are going to result from this road and the attendant mine and mill. An EIS is needed to evaluate the pressures on the environment which would result and to assist BLM and Union Minerals in preventing undue damage to the environment.

Conclusion

The EAR demonstrates that the road will significantly affect the environment, and; therefore, an EIS is required on impacts from the road.

For the reasons stated in this letter, the EIS should address the entire Anderson Uranium Project because (1) BLM has broad management authority under FLPMA to prevent unnecessary or undue degradation of the public lands; (2) BLM has the management responsibility under the Wild Free-roaming Horses and Burros Act to protect wild free-roaming burros; and (3) BLM's authority combined with the Nuclear Regulatory Commission's agreement-state program is a situation involving cumulative federal actions by different agencies on public lands managed by BLM.

Respectfully submitted,

Patricia A. Porter
Patricia A. Porter
Staff Attorney

PP/tc

Minerals Exploration Company
Mine Development Group
1846 W. Grant Road, Suite 108
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Tucson, Arizona 85703
Telephone: (602) 884-8073

union
MINERALS

December 15, 1978

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P.O. Box 54945
Los Angeles, California 90054
(213) 486-6929

Mr. M. Dean Durfee, Area Manager
Lower Gila Resource Area
UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Land Management
Phoenix District Office
2929 West Clarendon Avenue
Phoenix, Arizona 85017

Dear Mr. Durfee:

Review of the BLM Environmental Assessment Report (reference number PDO-LGRA 1791 A10891) of the Yavapai County Right-of-Way Application for a road to the Anderson Mine Project has been completed. In the following paragraphs I will review MINERALS' comments with you.

The first area of discussion concerns wildlife. In general, there are a number of comments that can be made on the wildlife discussions in the EAR in baseline and impact areas on all routes. The EAR states on pages 37 and 38 that most of the better deer habitat lies north of Routes B and C and that the main vegetation types on these two routes would tend to produce a lesser diversity and abundance of wildlife than on Route A. This discussion in the EAR produces three specific areas for further consideration:

- 1) As you are aware, MINERALS' consultants in their baseline studies conducted field work on vegetation and wildlife on both the mine area and Route A. Ms. Patty Bergthold in a letter to Mr. James Corbet discussed the vegetative ecotone including the plant diversity and wildlife diversity on Route A. Enclosed is a letter from Dames and Moore (MINERALS' wildlife and vegetation consultant) addressing Ms. Bergthold's letter. Based upon field data, there is no unique or pristine plant or wildlife diversity present in the Aso Pass area as referred to by Ms. Bergthold.

- 2) As stated in the Cultural Resource Methodology discussion in Appendix 8, vegetation was selected as the "key resource" for assessment. Further, riparian or pseudoriparian vegetation exhibits higher site density. This supports our conclusions that the riparian habitat in the Date Creek basin accounts for the greatest concentration in diversity and abundance in wildlife and archaeological sites. Although pseudoriparian habitat exists on Route A, no riparian habitat exists there. Routes B and C cross the Date Creek riparian habitat. The Date Creek habitat is in direct association with the pseudoriparian habitat in the Tres Alamos area. Therefore, this area along with features such as breaks in Date Creek probably offers the best wildlife habitat in the area of concern. Routes B and C could affect movement of wildlife along the riparian habitat of Date Creek.
- 3) The Pipeline Allotment Management Plan included creation of water stock watering facilities for both livestock and wildlife. Also, special bird watering feeders will be installed in the near future. Due to this water development in combination with the habitat at Date Creek, the abundance and diversity of wildlife should be at a maximum for this arid desert climate. Therefore, the stock watering facilities must be discussed and shown in the drawings. For example, Plate 6 would lead one to believe that there are only three wildlife water sources in the area.

In review, important wildlife aspects have not been addressed in the EAR. Facts presented in this letter indicate that Routes B and C may have more sensitive wildlife values than Route A. However in reality the wildlife considerations are probably equal for all routes if evaluated from the proper perspective of abundance and diversity in this particular location, when compared to more attractive areas of the state.

The final point to be made in the wildlife area concerns the bighorn sheep issue. If the Aso Pass area is historically a bighorn sheep habitat, the fact should be documented. Also, if Game and Fish is considering reintroduction of bighorn sheep in the Black Mountains, they must have studied the area and have made some factual conclusions as to why the sheep do not presently inhabit the area all of the time rather than infrequently as indicated by a few sightings.

M. D. Durfee
December 15, 1978
Page Three

We also feel more attractive introduction areas exist in the state that might be utilized before this Black Mountain area. Also, the EAR states that Route A would preclude the availability of the area for sheep reintroduction. The road passes through the southern end of the Black Mountains and would probably restrict sheep use of the Tres Alamos Peaks area but not of the whole Black Mountain range which nearly extends to Bagdad.

The Agave Mckelveyana discussion also needs clarification. It was our understanding that BLM had done enough field research into this area to recommend that this plant be removed from the endangered list. Instead the EAR notes that the plant is thriving but does not evaluate the road impact on the plant. Enclosed is a copy of a letter from Mr. Bob King of Union Oil Environmental Sciences to Woodward-Clyde Consultants addressing the endangered list status of this plant. This letter notes that the U.S. Forest Service in Albuquerque had requested the plant be removed from the proposed endangered list.

The archaeological discussion on Route A states that this route would have secondary impact on two identified rock shelters in the area. The archaeological discussions on Routes B and C fail to address this secondary impact on the two rock shelters. It should be pointed out that the shelter nearest to the mine is located near a portion of the road that is common to all three routes. Therefore, the impact is the same. Also the Tres Alamos Peak shelter is much more visible from Routes B and C. Access to this shelter is equally difficult from all routes. It should also be pointed out that both shelters have already been vandalized to some degree. The Arizona State Museum completed an archaeological study on Route A at the time application 10891 was submitted to BLM. This was before it was realized that alternative routes would be evaluated. As already discussed, the riparian habitat at Date Creek is the logical place for additional archaeological sites. It is possible Routes B and C could affect yet unidentified sites in that area.

The ranching impact discussion on the Thompson allotment on Route A as discussed in the EAR on page 29 brings up several questions. First, Mr. Thompson operates a steer operation and this operation involves new animals every season. Therefore, these animals are not around long enough to really learn the range. I fail to see why it is necessary to consider change in the habits of the animals as an impact when they don't have time to develop habits. This retraining would apply only to cow/calf operations such as used by the Pipeline Ranch

M. D. Durfee
December 15, 1978
Page Four

on Routes B and C. This part of the EAR also discusses increased area use as a secondary impact. It would be in order to point out in the mitigation discussion for all routes that the access points on the right-of-way fence would help to relieve this secondary impact to some degree. The EAR also brings up the impact on range improvements as creating a hardship on the operator. It is my understanding that the stipulations in the right-of-way agreement will require certain mitigation features on range improvements to offset operator hardships.

The discussion of the public meeting held in Congress in the EAR on page 22 could be clarified. First, no preference for a road alignment was given because the road was brought up but not discussed. Second, caution was advocated by one individual who is a member of the Yavapai County Board of Supervisors.

Following is a list of minor items worthy of noting:

- 1) In general, the existing road through Aso Pass is not shown correctly on any of the drawings. In Section 29 where the road as it is shown turns to the southwest, the main road continues westward.
- 2) On Plates 7,8,9 & 10, the legend contains a symbol used for uncontrolled lands yet there is no discussion of these lands in the written portion of the EAR. This designation should be identified.
- 3) The last sentence of the last paragraph of the geology discussion on page 7 is of concern. This sentence states "minor tremors from occasional adjustments along the faults may be expected". MINERALS' consultants have thoroughly researched this seismicity topic and we do not understand the basis for this statement or what is actually meant by it. Owing to the historic age of the faulting in the area no fault tremors are expected.
- 4) The locations in the text where material has been obtained from other sources should be footnoted and referenced in a bibliography giving proper credit.

M. D. Durfee
December 15, 1978
Page Five

If you have any questions concerning this letter, please contact me. Thank you for the opportunity to submit these comments.

Very truly yours,

Terrence L. Larson
Environmental Engineer

TLL:mm

ANCHORAGE
ATLANTA
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BOCA RATON
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CHICAGO
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CRANFORD
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FAIRBANKS
HONGKONG
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DAMES & MOORE

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SUITE III-A, SECURITY CENTER • 234 NORTH CENTRAL AVENUE • PHOENIX, ARIZONA 85004 • (602) 252-6051
TWX: 910-951-0637

December 7, 1978

Minerals Exploration Company
P. O. Box 50324
Tucson, Arizona 85703

Attention: Mr. Terrance L. Larson
Environmental Engineer

Gentlemen:

In accordance with your request, we have reviewed the letter dated October 27, 1978, from Ms. Patricia Bergthold, Natural Area & Trails Coordinator--Arizona State Parks; the letter describes apparent concerns by Arizona State Parks regarding potential environmental disturbances by the access road proposed from Highway 93 to the planned Anderson Uranium Project. The environmental concerns described relate principally to disturbances to desert vegetation in the vicinity of Aso Pass. Our firm conducted a survey of the wildlife and vegetation for this access road alignment, the results of which are contained in a report to Minerals Exploration Company dated January 31, 1978. Consequently, we are very familiar with the vegetation environment of the area.

We submit the following comments regarding the issues and facts raised in the subject letter from Arizona State Parks:

We completely share Ms. Bergthold's and The Arizona State Park's concern for the preservation of unique, unusual or interesting juxtapositions of natural features. We accept the fact that the Joshua tree community present in Aso Pass area is a part of the Mohave desert community isolated by about 30 miles from the main body of this community in Arizona. We further recognize the Joshua tree parkway forest, that encompasses approximately 100 square miles of Yavapai County also intergrades with the paloverde - saguaro and creosote bush-bursage community of the Sonoran desert.

DAMES & MOORE

Minerals Exploration Company
Mr. Terrance L. Larson
December 7, 1978
Page 2

Our data, however, and the reports of others that have described the two deserts, does not support the thesis that "the less obvious plants and animals which are typical of the separate deserts add to a high species diversity" in the ecotone where the two overlap. Our data and that reported by Kuchler and Lowe (See report page 8) show that the principle difference and distinguishing characteristics between the two desert types is the singular presence or absence of the Joshuatree. In fact Kuchler recognizes the presence of the Joshuatree in this portion of Arizona, but classified the area as a creosotebush-bursage (Sonoran desert) type (with Joshuatrees).

We also question the statement in the letter that indicate the Aso Pass area is "essentially undisturbed". The existing unimproved road presently provides access to the area, and the area for many years has been subjected to heavy grazing pressure which has altered both the vegetative community and precentage ground cover. This change is shown in the data collected both inside and outside of a livestock exclosure in the area. (See report table 3.2.2-4.)

In summation we agree that the Joshuatree parkway forest exists as an isolated community that includes the Aso Pass area and we recognize that the Joshuatree community intergrades with the Sonoran desert communities in an area covering approximately 100 square miles of Yavapi County.

We, however, through field studies and a literature review, could find no evidence to indicate that the Aso Pass area has a significantly greater flora and fauna diversity, except for the pressure of Joshuatrees, than does the surrounding Sonoran desert landscape. Our data also suggest that the Aso Pass area has been heavily impacted and that the floristic qualities are no longer in their pristine conditions.

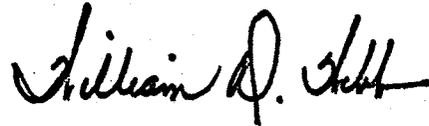
DAMES & MOORE

Minerals Exploration Company
Mr. Terrance L. Larson
December 7, 1978
Page 3

We completely agree with Ms. Bergthold's statement that portions of the parkway area should be preserved as natural areas. Two such areas, representing over 4,000 acres, have been recommended by the Arizona Academy of Science, but neither of these areas are located close to the proposed access road.

Very truly yours,

DAMES & MOORE



William D. Webb
Principle-In-Charge



John E. Wood
Senior Ecologist

WDW/JEW/ts

Union Oil Company of California

RJK

Union Oil Center, Box 7600, Los Angeles, California 90051

ES78-603

cc: Terry
Larson



RECEIVED DEC 14 1978

September 12, 1978

Mr. Tom Baily
Woodward-Clyde Consultants
Three Embarcadero Center
Suite 700
San Francisco, California 94111

Dear Tom:

In conjunction with our continuing efforts to revise the DER, I have contacted the U.S. Fish and Wildlife Service, Albuquerque district office, regarding Agave mckelveyana. This plant is listed on the proposed federal endangered plant list (41 FR 117, 6/16/76), and was observed by the BLM (personal communication with Dean Durfee, area manager, Phoenix) in the area of the proposed access road through Aso Pass.

Dean informed me that scattered individuals were observed near the access road corridor. However, larger and more concentrated populations were observed at higher elevations both to the south, Tres Alamos area, and to the north and extended well into the Black Mountains. Dean also commented that based on their observations, his office would be notifying the USFWS urging that this species be removed from the proposed endangered list.

Upon contacting Carol Justice, USFWS-Albuquerque, I was informed that Ralph Garish of the U.S. Forest Service, Albuquerque, had previously submitted a letter requesting similar action.

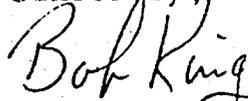
Ms. Justice stated that a research contract had recently been let to the Museum of Northern Arizona (contact: Dr. Arthur Phillips) to conduct a literature and field survey, regarding various proposed endangered plants and the merits of their proposed status.

Mr. Tom Baily
September 12, 1978
Page 2

Ms. Justice further informed me that while an endangered species permit was not required for proposed species, that eventual removal of a species from the proposed endangered list did not mean that it would not be assigned to the federal threatened list.

If you require any additional information, please advise me.

Sincerely,



R. J. King
Environmental Biologist

RJK:njr

cc: Messrs. T. L. Larson
R. Y. Salisbury

RELATIVE FEASIBILITY OF ROUTE A
ANDERSON MINE ACCESS ROAD, YAVAPAI COUNTY, ARIZONA

Prepared By

Buck Lewis Engineering, Inc.
427 South Olsen Avenue
Tucson, Arizona 85719



RELATIVE FEASIBILITY OF ROUTE A
ANDERSON MINE ACCESS ROAD, YAVAPAI COUNTY, ARIZONA

Of the three routes being considered for access to the Anderson Mine area, Route A is the shortest, most direct route from U.S. Highway 93, the distance being about 12 1/2 miles westerly from the highway.

Two areas which can be classed as difficult areas of construction need to be considered. These are the Aso Pass area and the approach area to the mine site. Since the latter area is common to all three routes under consideration, it will not be discussed in this analysis.

The Aso Pass area is a narrow topographic depression, approximately 2 1/2 miles in length, through the Black Mountains. Route A follows the drainages running northwesterly and southeasterly from the divide known as Aso Pass.

Outcroppings of rock, mostly volcanics, occur along the alignment and will probably require blasting in many locations, particularly in cut areas in excess of 5 feet. The maximum cut is about 30 feet at the center of the alignment.

The attached profile shows the design grade and existing grade at the alignment centerline through the more difficult terrain in the Aso Pass area. A preliminary cost estimate for this area is shown below and represents about 2.6 miles of road construction.

| <u>Description</u> | <u>Estimated Quantity</u> | <u>Estimated Cost</u> |
|------------------------------|---------------------------|-----------------------|
| *Excavation (excluding rock) | 72,700 C.Y. | \$ 80,000 |
| Rock excavation | 18,000 C.Y. | \$ 99,000 |
| Drainage Structures | | |
| 48" pipe culverts | 3 (248 L.F.) | \$ 13,700 |
| 60" pipe culvert | 1 (98 L.F.) | \$ 6,900 |
| 72" pipe culverts | 2 (268 L.F.) | \$ 24,200 |
| 96" pipe culverts | 2 (158 L.F.) | \$ 20,500 |
| | Total Estimated Cost | \$244,300 |

*Material from cuts will provided needed embankment.

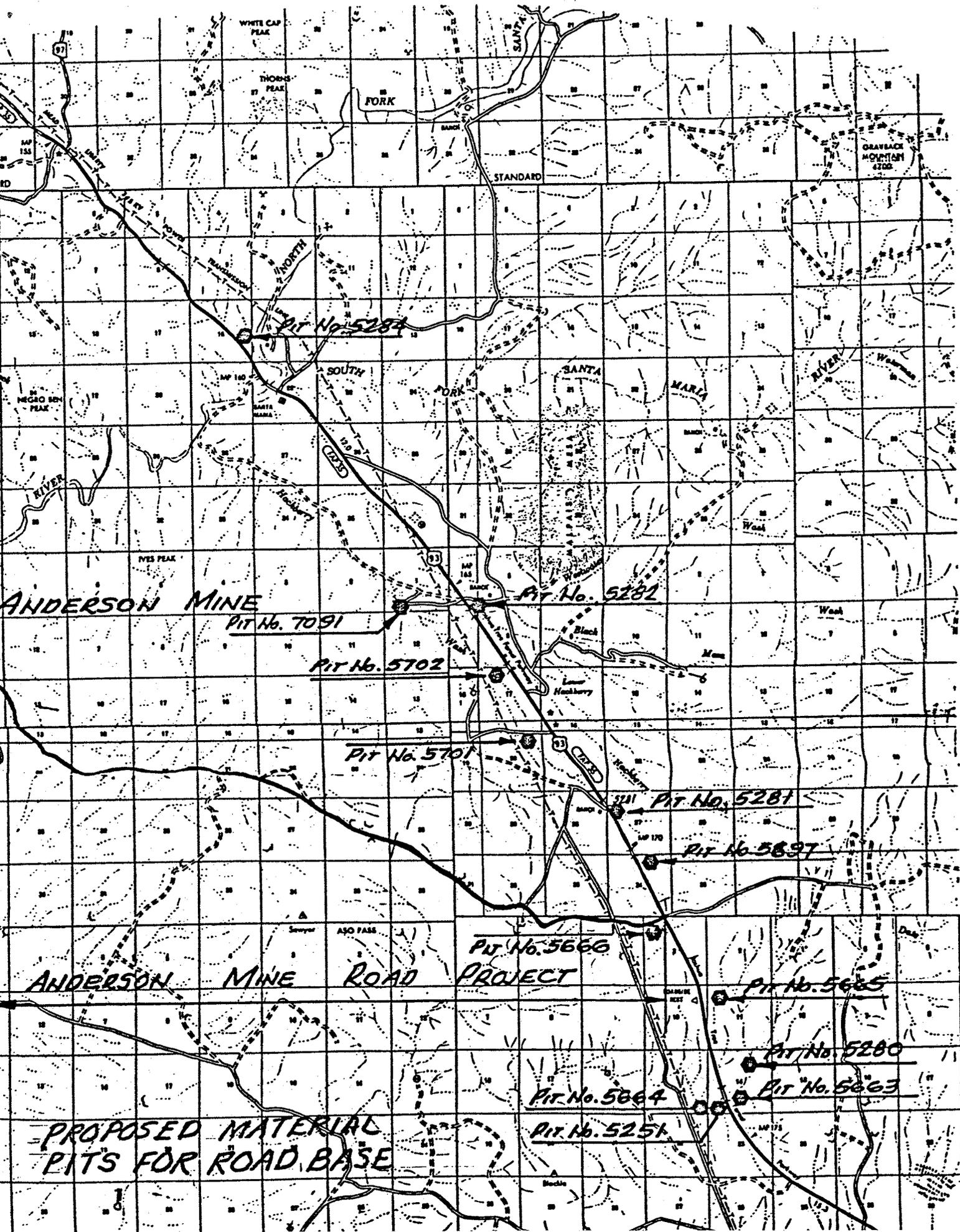
Construction Materials

Preliminary design for Route A indicates that roadway embankment material can be obtained within the proposed right-of-way and from the mine site. It also appears feasible to balance the road sub-base materials required for Routes B and C as well.

The soils investigation along the Route A alignment has shown that material required for the aggregate base and mineral aggregate for paving does not occur in sufficient quality or quantity along the alignment. Therefore, other sources for these materials were investigated.

Enclosed with this report is a map showing the locations of the material pits tested. Most the pits are located on State land and about one half of the pits would provide suitable road base and mineral aggregate for paving.

Although materials along Routes B and C have not been investigated, it is likely that similar materials would occur as in Route A. Likewise, material for road base and paving aggregate would probably have to be imported from pits near the U.S. High 93 Right-of-way.



WHITE CAP PEAK
THOMAS PEAK

FORK

STANDARD

GRAYBACK MOUNTAIN
4200

Pit No. 5284

SOUTH

SANTA MARIA

MEGLO MOUNTAIN PEAK

IVES PEAK

ANDERSON MINE

Pit No. 7091

Pit No. 5282

Pit No. 5702

Pit No. 5701

Pit No. 5281

Pit No. 5897

Pit No. 5666

ANDERSON MINE ROAD PROJECT

Pit No. 5665

Pit No. 5280

Pit No. 5664

Pit No. 5663

PROPOSED MATERIAL PITS FOR ROAD BASE

Pit No. 5251



BRUCE BABBITT
GOVERNOR

Arizona
State Land Department

1624 WEST ADAMS
PHOENIX, ARIZONA 85007
602 - 255 - 4634



OFFICE OF
STATE LAND COMMISSIONER
John M. Little, Acting

January 25, 1979

RECEIVED JAN 29 1979

Terrence L. Larson
Environmental Engineer
Union Minerals Exploration
P. O. Box 50324
Tucson, Arizona 85703

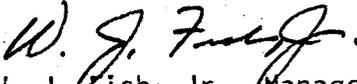
Re: Right of Way 16-64590 being an application for a roadway they submitted by Yavapai County Board of Supervisors through the Lease Hold of J. Thompson (G-1899)

Dear Mr. Larson:

The State Land Department Review Committee met this morning to discuss and make recommendations on the above mentioned roadway. It was decided to recommend the approval of this application to Acting Commissioner Little. Assuming that the Commissioner goes along with this recommendation, the appraisal and determination will be forwarded to Yavapai County for their consideration and will be presented to the State Land Department Board of Appeals either at its February or March meeting.

If you have any questions or comments concerning this recommendation, please feel free to call me at the number listed below.

Yours very truly,


W. J. Fish, Jr., Manager
Appraisals Section
(255-4640)

cc:J.Little

WJF:ek



United States Department of the Interior

1791

BUREAU OF LAND MANAGEMENT
PHOENIX DISTRICT OFFICE
2929 WEST CLARENDON AVENUE
PHOENIX, ARIZONA 85017

A-10891 R/W

January 26, 1979

RECEIVED FEB 1 1979

Mr. Terrence L. Larson
Minerals Exploration Company
Mine Development Group
1846 W. Grant Road, Suite 108
Post Office Box 50324
Tucson, AZ 85703

Dear Mr. Larson:

We wish to acknowledge receipt of your letter dated December 15, 1978, in which you made numerous comments and suggestions pertaining to our environmental assessment on Yavapai County's application for a road right-of-way between U. S. Highway 93 and the Anderson Mine. We have evaluated your comments at length and, as a result, have made some revisions to the text of the assessment.

The report, along with other related documents, has been forwarded to our State Office from which a decision on the right-of-way application should be issued shortly. Copies of the revised environmental assessment are available in this office for your review should you desire to examine them.

We appreciate your time and effort in responding to our analysis. Please contact us if we may be of any service to you.

Sincerely yours,

M. Dean Durfee, Area Manager
Lower Gila Resource Area





United States Department of the Interior

BUREAU OF LAND MANAGEMENT

ARIZONA STATE OFFICE
2400 VALLEY BANK CENTER
PHOENIX, ARIZONA 85073
(602) 261-4774

A-10891 R/W
(943)

February 15, 1979

Grant of Easement for Road Right-of-Way

Pursuant to Section 501 of the Act of October 21, 1976, 43 U.S.C. 1761, and the authority vested in the undersigned officer by Bureau Order No. 701 of July 23, 1964 (20 F.R. 10526), as amended, and subject to valid existing rights, there is hereby granted to Yavapai County Board of Supervisors, hereinafter referred to as the Grantee, an easement for a right-of-way over, across, and upon the public lands and reservations of the United States within the State of Arizona for the construction, use, and maintenance of a paved road.

The legal description of the public lands involved is as follows:

- T. 11 N., R. 9 W., GSR Mer., Arizona
 sec. 19, lot 2, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, and
 N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$;
 sec. 20, S $\frac{1}{2}$ S $\frac{1}{2}$ N $\frac{1}{2}$ and N $\frac{1}{2}$ N $\frac{1}{2}$ S $\frac{1}{2}$;
 sec. 21, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ and N $\frac{1}{2}$ S $\frac{1}{2}$;
 sec. 22, SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 sec. 27, NE $\frac{1}{4}$.
- T. 11 N., R. 10 W., GSR Mer., Arizona
 sec. 13, W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 sec. 24, NE $\frac{1}{4}$.

The route of the road is delineated on the Road Right-of-Way Maps (sheets 1 and 2) accompanying the Grantee's application for an easement dated May 16, 1978, which was filed with the Bureau of Land Management on May 17, 1978, in file A-10891.

The width of the right-of-way hereby granted is 100 feet, being to the extent of 50 feet on each side of the centerline of the road, except that the right-of-way width shall be 200 feet, being to the extent of 100 feet on each side of the centerline of the road, between Station 00+00.00 to Station 83+63.60 and between Station 293+17.76 to Station 318+73.96.

Use of this easement for other purposes is prohibited unless separately approved by the Department of the Interior.

This grant is limited to a term of thirty (30) years, and may be renewed subject to regulations existing at the time of renewal and such other terms and conditions deemed necessary to protect the public interest.

This grant reserves to the Secretary of the Interior, or his lawful delegate, the right to grant additional rights-of-way, easements, or permits for compatible uses over, under, or adjacent to the land involved in this grant.

Any transfer of assignment of this easement to another entity must be approved by the Authorized Officer prior to the transfer.

The Grantee is a governmental agency; therefore, the grant of easement is not subject to rental charges.

This grant is subject to the attached Civil Rights Stipulations, Form 1814-2.

This grant is made upon the express condition that each of the terms and conditions hereof and appended hereto shall be fully complied with by the Grantee, and by accepting this grant, the Grantee agrees and covenants to fully comply with each said term and condition. Failure of the Grantee to comply with the said terms and conditions shall be cause for cancellation of this grant.

UNITED STATES OF AMERICA

by Mario L. Lopez
Mario L. Lopez
Chief, Branch of Lands and
Minerals Operations

ACCEPTED FOR

Yavapai County Board of Supervisors

by _____
(Signature of Authorized Officer)

(Title)

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned officer by Bureau Order No. 701 of July 23, 1964 (29 F.R. 10526), a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant;
2. All applicable regulations in 43 CFR 2800 and regulations to be promulgated by the Secretary of the Interior pursuant to Public Law 94-579;
3. Any other or subsequent use by grantee or others of public lands or facilities not specifically provided for by the terms of this permit or other applicable authority must receive prior approval from the Authorized Officer of the Bureau of Land Management (BLM). The "Authorized Officer" means the Arizona State Director of the BLM or his delegate. The term is synonymous with "Superintendent in Charge" referred to in 43 CFR, Part 2800.

A. Liaison

Before construction may commence, Grantee shall designate a representative for field operations who shall be the sole field representative of Grantee and Grantee's contractors or agents in dealings with the Authorized Officer; said representative shall be empowered on behalf of Grantee and Grantee's contractors, subcontractors, and agents to communicate with the Authorized Officer and to receive and comply with all communications and decisions of the Authorized Officer.

B. Authorized Officer Responsibilities

1. The Authorized Officer may, at any time, inspect the on-site construction and maintenance activities of Grantee in connection with the right-of-way. Official representatives of State and other Federal agencies may also inspect such activities if necessary to the performance of official duties which relate to the road to ensure compliance with laws and regulations under their jurisdictions. If the Authorized Officer finds that the terms and conditions of the Grant are not being complied with, construction may be halted until the Grantee complies.
2. For purposes of information and review, the Authorized Officer may call upon Grantee at any time to furnish any or all data related to pre-construction, construction, and maintenance activities undertaken in connection with the road.

3. Except where the approval of the Authorized Officer is required before Grantee may commence a particular operation, neither the United States nor any of its agents or employees agrees, or is in any way obligated, to examine or review any plan, design, specification, or other document which may be filed with the Authorized Officer by Grantee pursuant to these terms and conditions.
4. The absence of any comment by the Authorized Officer or any other employee of the United States with respect to any plan, design, specifications, or other document which may be filed by Grantee with the Authorized Officer shall not be deemed to represent in any way whatever any assent to, approval of, or concurrence in such plan, design, specification, or other document or of any action proposed therein.

C. Pre-construction Actions

1. No later than seven days prior to beginning of construction, Grantee shall schedule a pre-construction conference with the Authorized Officer's delegate in the Phoenix District to discuss construction timetables, construction techniques, matters of environmental concern, and the terms of the permit. A representative of the Grantee's contractor shall be in attendance at the conference.
2. During the pre-construction period, the Authorized Officer may require Grantee to make such modification of the right-of-way as he deems necessary to protect or maintain stability of geologic materials, fish and wildlife species or habitats, cultural resources, the environment, and the public interest, without liability or expense to the United States.
3. All construction personnel will be given a pre-construction briefing on the stipulations and conditions, as set forth in the right-of-way grant.

D. Notice to Proceed

1. Grantee shall not commence construction operations on Federal lands prior to the receipt of a "Notice to Proceed" from the Authorized Officer or his delegate. The "Notice to Proceed" shall be issued upon receipt and approval of the following information:
 - a. Evidence satisfactory to the Authorized Officer that licenses required for construction and operation of the ore processing mill at the Anderson Mine have been granted by the Arizona Atomic Energy Commission and/or other applicable authorities or satisfactory evidence that such licenses and approval are forthcoming pending minor administrative actions.

- b. Evidence satisfactory to the Authorized Officer that authorization from the Arizona State Land Department has been obtained or is forthcoming to construct the road across State Trust Lands.
- c. An archaeological mitigation and salvage plan for all cultural resources identified within or adjacent to the road right-of-way between U. S. Highway 93 and the Anderson Mine property. The plan must ensure compliance with the National Historic Preservation Act of 1966 prior to the beginning of salvage operations. Coordination with the Staff Archaeologist, Phoenix District, BLM, should be ensured prior to and during development of the plan.
- d. A range and wildlife mitigation plan prepared after coordination and joint field examination with the Bureau of Land Management and to the maximum extent practicable, the grazing operator and the Arizona Department of Game and Fish. The plan shall consider measures necessary to protect and enhance range improvements, grazing operations, and wildlife species and their habitats affected or potentially affected by the road construction or use to the extent that such measures are not specifically identified elsewhere in this permit, and shall include but not be limited to:
 - (1) Identification of all impacted fences, pipelines, reservoirs, water troughs and other range improvements and measures necessary to maintain or enhance their level of effectiveness through mitigation or replacement at Grantee's expense.
 - (2) Identification of all cattle crossings, trails, underpasses, cattle guards, fence gates, and other controls needed along the road, keeping in mind the objectives of limiting ingress to and egress from the highway while still providing necessary access to the adjacent public lands for legitimate users.
 - (3) The development at Grantee's expense of permanent livestock waters north and south of the right-of-way in the west pasture of the Thompson Allotment. Location and design of these two waters shall be subject to the approval of the Bureau of Land Management under applicable statutes and directives.
 - (4) Identification of all wildlife waters impacted directly or indirectly by the road construction or use and measures necessary to replace or relocate such waters at Grantee's expense in such a manner as to preserve the value of the wildlife habitat.

- (5) Identification of any special design features not otherwise specified for the right-of-way fencing necessary to provide safe wildlife movement across the right-of-way.
2. The Bureau of Land Management through the Authorized Officer maintains the sole right to determine the satisfactory nature of the plans and documents submitted under paragraphs 1.a through 1.d, of this section and maintains the right to require appropriate modification of such documents where the Authorized Officer sees fit.
3. Should the necessary licenses from the Arizona Atomic Energy Commission not be forthcoming because of project rejection or other reasons, or should the Arizona State Land Department choose to deny the Grantee's request to cross State Trust Lands, the Bureau of Land Management reserves the right to review the right-of-way justification with the Grantee, and, after proper notification with right of appeal, to revoke the permit where such justification is lacking or to cause the right-of-way to be modified as appropriate to the satisfaction of the Authorized Officer.

E. General Requirements: Construction

1. Grantee shall construct and maintain the road according to the Arizona Department of Transportation Secondary Road Specifications.
2. In the construction, operation, and maintenance of the right-of-way, Grantee shall not discriminate against any employee or applicant for employment because of race, creed, color, sex, or national origin, and shall require an identical provision to be included in all subcontracts.
3. If, at any time after issuance of this permit, Grantee wishes to reconstruct, remodel, or relocate any portion of the right-of-way hereby granted, or any of the improvements thereon, the prior written approval of the Authorized Officer must be obtained. No such approval will be given unless the request is fully justified by Grantee and is authorized by law. Where necessary, Grantee shall make application under appropriate regulations.
4. With regard to the location, construction and maintenance of the right-of-way: (a) Grantee shall ensure full compliance with the terms and conditions of this grant by its agents, employees, and contractors (including subcontractors), and the employees of each of them; (b) unless clearly inapplicable, the requirements and prohibitions imposed upon Grantee by these terms and conditions are also imposed upon Grantee's agents, employees, contractors, and subcontractors, and the

employees of each of them; (c) failure or refusal of Grantee's agents, employees, contractors, and subcontractors, or their employees to comply with these terms and conditions shall be deemed to be the failure or refusal of Grantee; (d) Grantee shall require its agents, contractors, or subcontractors to include these terms and conditions in all contracts and subcontracts which are entered into by any of them together with its agents, employees, contractors, and subcontractors and the employees of each of them shall likewise be bound to comply with these terms and conditions.

5. All activities directly or indirectly associated with construction or maintenance must be conducted within the limits of the right-of-way. Travel is restricted to the right-of-way and existing public roads.
6. If Grantee or his contractors require materials for construction purposes from the public lands, application shall be made under applicable regulations for such materials. No material may be removed by Grantee or his contractors without the written approval of the Authorized Officer. This condition is not intended to prevent Grantee from utilizing surplus materials generated during excavation for construction purposes along the right-of-way.
7. The right-of-way shall be fenced on both sides of the road. Unless otherwise determined in the range and wildlife mitigation plan to be submitted in accordance with paragraph D of these terms, the fence shall be steel post, 4-strand barbed wire, built to specifications identified in attached Drawing No. 08-33-9105.41-2 for Type "D" (Antelope type). The following exception to the specifications shall be noted: Spacing between line posts shall be increased to 20 feet with two twisted wire stays placed at equal intervals in each panel. Steel posts shall be painted green, with white tips, permissible at Grantee's discretion.
8. Where the right-of-way includes public lands on which are located cadastral survey monuments and markers, the Grantee will avoid disturbance or removal of such monuments and markers. Where specific construction operations require such removal and relocation the Grantee will advise the BLM of such need and relocation, which will be accomplished in accordance with detailed instructions set forth by the State Director, Bureau of Land Management.
9. During construction, Grantee shall regulate public access and vehicular traffic as required to facilitate construction operations and to protect the public, wildlife, and livestock from hazards associated with the project. Grantee shall provide warnings, flagmen, barricades, and any other safety measures that may be required by the Authorized Officer.

F. Right-of-Way Clearing

1. Clearing of the right-of-way shall be limited to the maximum extent possible and shall be no more than is necessary to complete construction requirements and to guarantee safe use of the roadway. Specifically:
 - a. Trees, cactus, shrubs, grass and natural features, shall be left undisturbed within the right-of-way as much as possible to preserve the natural character of the landscape and to reduce scarring and soil erosion.
 - b. Unless otherwise required for construction purposes, blading of the surface for construction camps or equipment parking and storage areas shall be prohibited without the approval of the Authorized Officer.
 - c. Grantee shall take special precautions to reduce clearing operations or surface disturbance on north and northeast facing slopes so as to minimize impacts on vegetative cover and associated wildlife species.
2. Where feasible, Joshua trees and cactus removed during construction, shall be transplanted to other areas within or adjacent to the right-of-way in accordance with a plan approved by the Authorized Officer. State protected plant species which are to be removed or destroyed during construction shall be first identified and purchased by the Grantee or Grantee's contractor in accordance with applicable directives of the BLM and the Arizona Agriculture and Horticulture Commission. Plants that are not transplanted shall be made available to the public by sale or otherwise, or shall be disposed of in a manner satisfactory to the Authorized Officer.

G. Environmental Protection and Enhancement

1. Grantee shall exercise appropriate dust control measures, include watering, during periods of intensive construction activity, and in areas with powdery soil conditions upon request of the Authorized Officer.
2. During construction, Grantee, shall regularly remove or dispose of all waste, litter, and debris caused by its activities in a manner satisfactory to the Authorized Officer. The term "waste" as used herein means all discarded matter, including but not limited to: human waste, trash, garbage, refuse, oil drums, petroleum products, ashes, and equipment. Construction camp sites will be maintained in a sanitary condition at all times and garbage and refuse at these sites will be disposed of promptly.

3. Grantee shall particularly ensure that all petroleum wastes (usually resulting from equipment and vehicle field servicing), will be contained and discarded at an authorized facility. Under no circumstances, shall trash, waste oil, or chemicals be dumped in or near drainages or at any unauthorized location on public lands.
4. Surplus materials excavated during construction and not used for road building purposes shall be removed to authorized fill sites and shall not be dumped within the right-of-way or adjacent drainages.
5. Vegetative material cut, uprooted, or otherwise accumulated during construction or maintenance shall be scattered on the ground outside of the right-of-way. In order to minimize potential for fire, care will be taken to ensure materials are not piled in large, unsightly mounds.
6. To the maximum extent possible, Grantee will ensure that natural drainages crossed by the roadway are left open by the use of culverts or other suitable structures. In all cases where drainages service livestock or wildlife watering facilities, Grantee will ensure that provisions are made to guarantee the unimpeded flow of surface waters across the road to the natural channel.
7. Water to be used for construction purposes may not be taken from sources on public lands without the prior approval of the Authorized Officer.
8. In all its operations under this grant, Grantee shall comply with all applicable Federal, State and local laws and regulations concerning the use of poisonous substances, including, but not limited to: insecticides, fungicides, herbicides, rodenticides, and soil sterilants. Grantee shall prepare a written plan of use of such substances which must be approved by the Authorized Officer before such substances may be used by the Grantee on or near the right-of-way. The plan shall state the type and quantity of material to be used, the pest to be controlled, the method of application, and such other information as the Authorized Officer may require. All use of such substances on or near the right-of-way shall be in accordance with the approved plan. If the use of a poison is prohibited by the Secretary of the Interior, it shall not be used. If use of a poison is limited by the Secretary of the Interior, it shall be used only in accordance with that limitation.
9. The grantee will comply with all State and Federal regulations and laws pertaining to water quality, public health and public safety.

10. The transportation and use of explosives for construction purposes shall be in compliance with local, State and Federal regulations.

H. Wildlife

1. The Grantee will comply with existing county, State and Federal laws as concerned with the protection and preservation of wild horses, wild burros, raptors, game and non-game wildlife species.
2. Prior to construction, a wildlife recovery team shall remove desert tortoises from the area within and immediately adjacent to the road right-of-way. Representatives of the U. S. Fish and Wildlife Service, the Arizona Game and Fish Department, and BLM shall be invited to participate in the recovery.
3. Removal of downed litter adjacent to construction areas shall be prohibited in order to preserve species habitat.
4. Upon completion of construction, Grantee shall cover the bottom of all culverts crossing the road of 60" diameter or greater with a minimum of 6" of soil to improve potential for wildlife use of these facilities for crossings.
5. Deer crossings along the access road shall be suitably marked to warn motorists of the potential for collision. Representatives of the BLM and the Arizona Department of Game and Fish shall be consulted on the location of such signs. Other appropriate warning and regulatory signs shall be installed as necessary, in accordance with State law, to enhance driving safety.
6. With the exception of security guards, firearms shall not be permitted on the project by construction personnel.
7. Prior to the start of construction, all Agave mckelveyana within the zone of surface disturbance shall be identified by a qualified botanist, flagged and transplanted in suitable areas in accordance with directions from the Authorized Officer.

I. Archaeology

Should evidence of previously undiscovered archaeological, historical, or paleontological materials be exposed by ground disturbance during construction, the Grantee shall suspend construction activities in the area immediately, leave the materials intact and notify the Authorized Officer immediately. The Authorized Officer shall engage a qualified professional to inspect and evaluate the discovery within two (2) working days. Avoidance measures, monitoring by a qualified professional, or salvage operations, if judged necessary

by the Authorized Officer, shall be implemented by the Grantee and shall be completed, and approved by the Authorized Officer, prior to resuming construction in the area. The responsibility for, and the cost of, such avoidance, monitoring, or salvage operations shall be that of the Grantee.

J. Site Restoration and Clean-Up

1. Within ninety (90) days after conclusion of construction operations, all construction materials and related litter and debris, including vegetative cover accumulated through land clearing, will be disposed of in accordance with the terms of this permit to the satisfaction of the Authorized Officer.
2. Public land areas used for temporary access, campsites, equipment storage, and other construction activities shall be restored by Grantee to their natural state insofar as practicable to the satisfaction of the Authorized Officer.
3. Upon termination or relinquishment of the right-of-way, at the discretion of the Authorized Officer, Grantee shall remove all facilities and improvements associated with the road. Grantee shall then restore the affected lands, so far as it is reasonably possible to do so, to a natural condition to the satisfaction of the Authorized Officer. Relinquishment shall not be accepted until the approval of the Authorized Officer is obtained. Should the Authorized Officer determine that the public interest would best be served by leaving the road in place, he may, with Grantee's consent, accept responsibility for the improvements in the name of the United States.

K. Post-Construction Actions

1. When all development and rehabilitation have been completed, a joint compliance check of the right-of-way will be made by the Grantee and the Authorized Officer or his designated representative to determine compliance with the terms and conditions of this grant. Grantee will perform at his own expense any required modifications or additional reclamation work needed to comply with the terms of this grant.
2. Within 90 days after completion of construction or after all restoration stipulations have been complied with, whichever is later, proof of construction, on forms approved by the Director, shall be submitted to the Authorized Officer.

L. Miscellaneous

1. Grantee shall permit free and unrestricted public access to and upon the right-of-way for all lawful and proper purposes, except the areas designated as restricted by Grantee with the consent of the Authorized Officer in order to protect the public safety or facilities constructed on the right-of-way.
2. This right-of-way reserves to the Secretary of the Interior, or his lawful delegate, the right to grant additional rights-of-way or permits for compatible uses over, under or adjacent to the land involved in this grant.
3. This right-of-way may be renewed. If renewed, the right-of-way will be subject to regulations existing at the time of renewal, and such other terms and conditions deemed necessary to protect the public interest.

TITLE VI--CIVIL RIGHTS ACT OF 1964
Form of Assurance for Transfer Documents
other than Patents

(1) The grantee (lessee) covenants and agrees that he will comply with provisions of Title VI of the Civil Rights Act of 1964, and that he will not, for the period during which the property conveyed by this instrument is used for a paved road or for another purpose involving the provision of similar services or benefits, engage in any discriminatory action prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee received Federal financial assistance by this grant. This assurance shall obligate the grantee, or in the case of transfer of the property granted herein, any transferee, for the period of his grant (lease, etc.).

(2) The grantee (lessee) further agrees that he will not transfer the property conveyed by this instrument for the purposes designated in paragraph one hereof or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer, Bureau of Land Management, that he will comply with provisions of paragraph one hereof.

(3) The grantee (lessee) agrees that the right is reserved to the Department of the Interior to declare the terms of this grant terminated in whole or in part and to revert in the United States title to the property conveyed herein, in the event of a breach of the nondiscrimination provisions contained in paragraph one hereof at any time (or during the term of this lease, right-of-way, etc.).

(4) The grantee (lessee) agrees that as long as property conveyed hereby is used for the purpose designated in paragraph one hereof, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964 shall constitute a covenant running with the land for the term of this grant, lease, etc.

(5) The grantee (lessee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph one the United States may seek judicial enforcement of such requirements.

(6) The grantee (lessee) agrees that he will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed by this document signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

SAMPLE FORMS FOR PROOF OF CONSTRUCTION

(Form 5)

_____ states that he is the Chief Engineer
 (or was employed to supervise or check the construction) of the
 _____ /1/ _____ for the _____ /2/ _____;
 that said _____ /1/ _____ have been constructed
 under his supervision; that construction was commenced on the
 _____ day of _____, 19____; and completed on the
 _____ day of _____, 19____; that the constructed
 _____ /1/ _____, as aforesaid, conform to the
 right-of-way permit which was approved by the Department of the
 Interior on _____ /3/ _____, 19____.

 Signature of Engineer

(Form 6)

I, _____ (Applicant) (Company Officer) _____ certify that I am the
 _____ (Title) _____ of the _____ (Company) _____;
 that the _____ /1/ _____ were actually constructed
 as set forth in the accompanying statement of _____,
 the Chief Engineer (or person employed by the Company in the premises),
 and on the exact location represented in the right-of-way permit
 approved by the Department of the Interior on _____ /3/ _____, 19____;
 and that the Company has, in all things, complied with the requirements
 of the Act of _____ /4/ _____ granting rights-of-way
 for _____ /1/ _____ through public lands of the United States.

 Signature of Applicant

(SEAL)

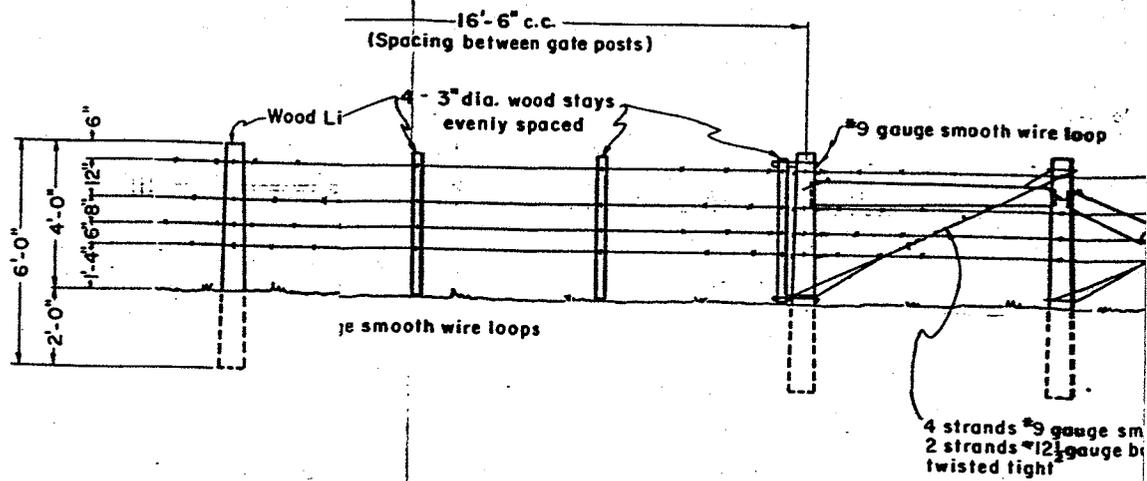
 Title

Attest:

 Name of Company

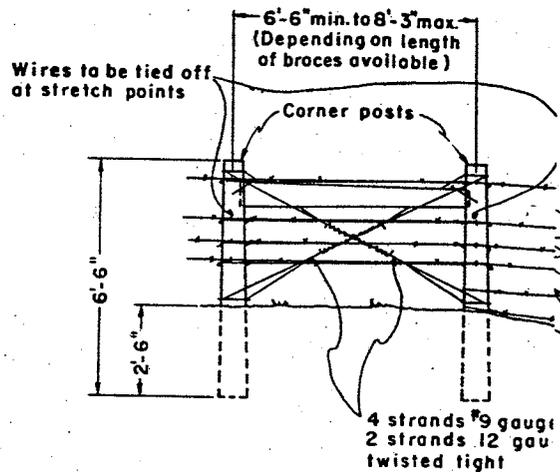
INSTRUCTIONS:

1. Both forms should be filed in duplicate.
2. To complete the blanks numbered /1/, /2/, /3/, and /4/ above, please refer to the original decision approving your right-of-way:
 /1/-Purpose of the right-of-way; /2/-Applicant or name of Company;
 /3/-Date approved decision was rendered; /4/-Act cited on the approved decision.

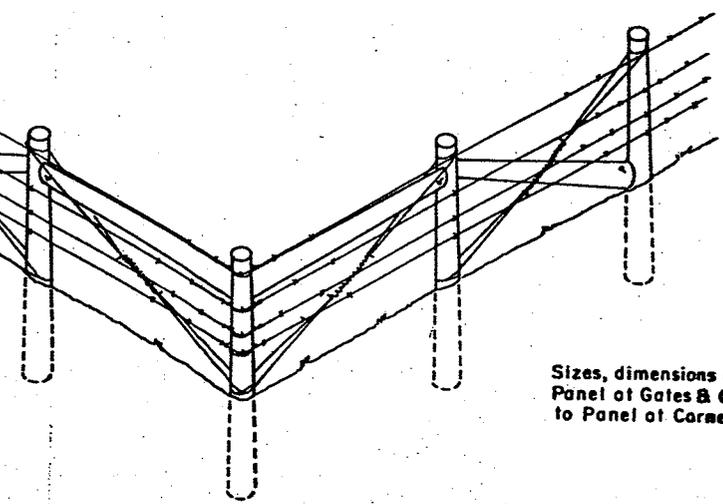


4 STRAND BARBED WIRE TYPE "D"

GATE PANEL

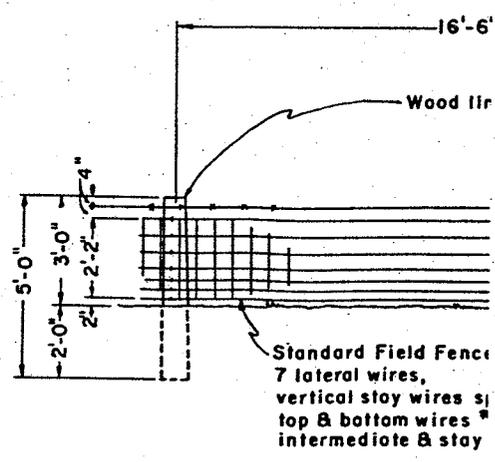


STRESS PANEL



PANEL AT CORNERS

Sizes, dimensions and no. of wires in Panel at Gates & Cattle Panels to Panel at Corners.



LINE P WOVEN WIRE FENCE

Note: 32" ht. woven wire (8 lateral wires) may be used when specified by

NOTE
All panel assemblies to be identical to those for Type C that the posts for Types F are shorter.

| | |
|--|---|
| 2 | CHANGED WIRE SPACING TYPE "F" |
| 1 | CHANGED WIRE SPACING FOR FENCE TYPE "F" |
| REV. NO. | DESCRIPTION |
| REVISION | |
| UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF LAND MANAGEMENT DIV. ENGINEERING | |
| WIRE LIVESTOCK FENCE FOR USE IN ANTELOPE FLATS | |
| DESIGNED <i>CCG</i> | RECOMMENDED <i>CCG</i> |
| DRAWN <i>NS</i> | RECOMMENDED <i>CCG</i> |
| CHECKED <i>CCG</i> | APPROVED <i>CCG</i> |
| SCALE | <i>1" = 10'</i> |
| DATE | October 1965 |
| DRAWING NO. 08-33-910 | |



MEMO TO: Anderson Uranium
Project File

DATE: February 16, 1979

FROM: T. L. Larson
Environmental Engineer

SUBJECT: Yavapai County Access
Road Applications

1) BLM

I received a phone call from Dean Durfee this afternoon concerning the BLM application. After several errors in typing were corrected, the application would be approved and sent to Yavapai County on February 16, 1979. The approved alignment is for Route A across Thompson's grazing allotment. Durfee plans to begin work with Thompson around March 1, 1979 on a mitigation plan as required by the grant stipulations for Thompson's allotment on BLM managed land. After he and Thompson reach agreement on a plan, the plan will be sent to Arizona Game and Fish and then to Yavapai County for review before it is formally adopted. MINERALS will also receive a copy for review from BLM for our comments. Also, the archaeological mitigation plan is necessary before construction. Work on development of this plan will begin early in March and will require about two months time to get the necessary approvals. Also during this time it will be necessary to coordinate all activities involved with the Right-of-Way Grant stipulation with the county.

2) STATE

I spoke with Bill Fish of the Arizona State Land Department (ASLD) on 2/16/79. The application is nearing the final decision stage. Fish stated he is attempting to get the application ready for a decision by Acting Commissioner Little during the week of Feb. 19, 1978. Since a permanent Land Commissioner (requires legislative approval which has not begun) had been named by Governor Babbitt this week, there is some question as to whether Mr. Little will act or the Board of Appeals will make the decision. The Board of Appeals meets on Feb. 20 and 21, 1978 and could act if Mr. Little chooses not to act. After a decision has been reached, the affected parties are notified and the standard 30-day period of comment will follow. An aggrieved party can request a hearing before the ASLD Board of Appeals. Assuming the decision to proceed with the application (across Thompson's ranch) is made, it should be noted that James Corbet, Thompson's attorney, has written to ASLD inferring they will appeal the decision to proceed. I have discussed the situation with John Lacy and it is his feeling that Mr. Little of ASLD will act on this application before the new commissioner takes his position on March 15, 1979 if approved by legislature.

TLL:mm

March 6, 1979

TO: George Bennett
John Lacy
Robert King, Jr.
Frank Buchella, Jr. (w/o enc.)
Gerry Dohm, Jr. (w/o enc.)

FROM: T.L. Larson *TLL*
Environmental Engineer

RE: BLM Right-of-Way for the Access
Road to Anderson Uranium Project

Enclosed is a copy of the BLM Grant of the Right-of-Way to Yavapai County for the Anderson Uranium Project Access Road. The county is reviewing the stipulations and plans to send MINERALS a letter stating that the county will accept the Grant if MINERALS will agree to pay all costs to handle the requirements of the stipulations. This may require a commitment from MINERALS.

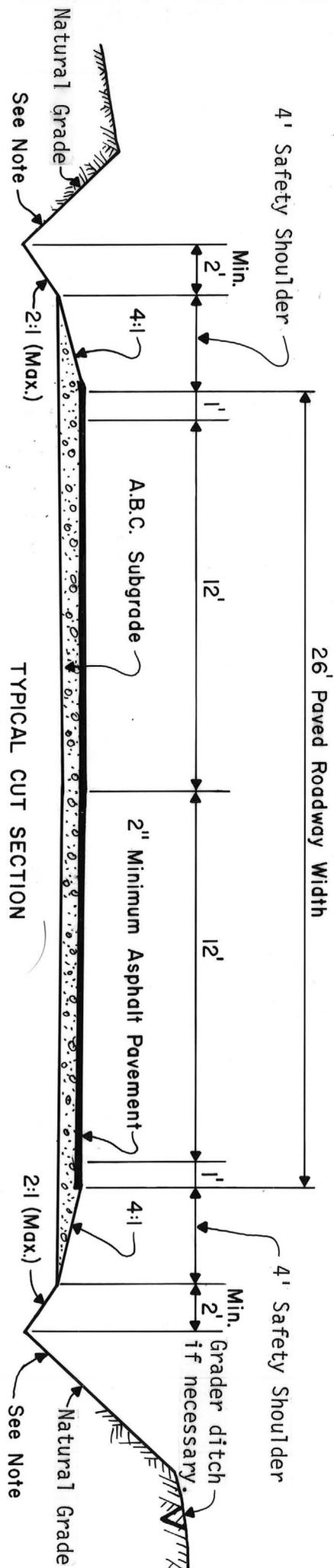
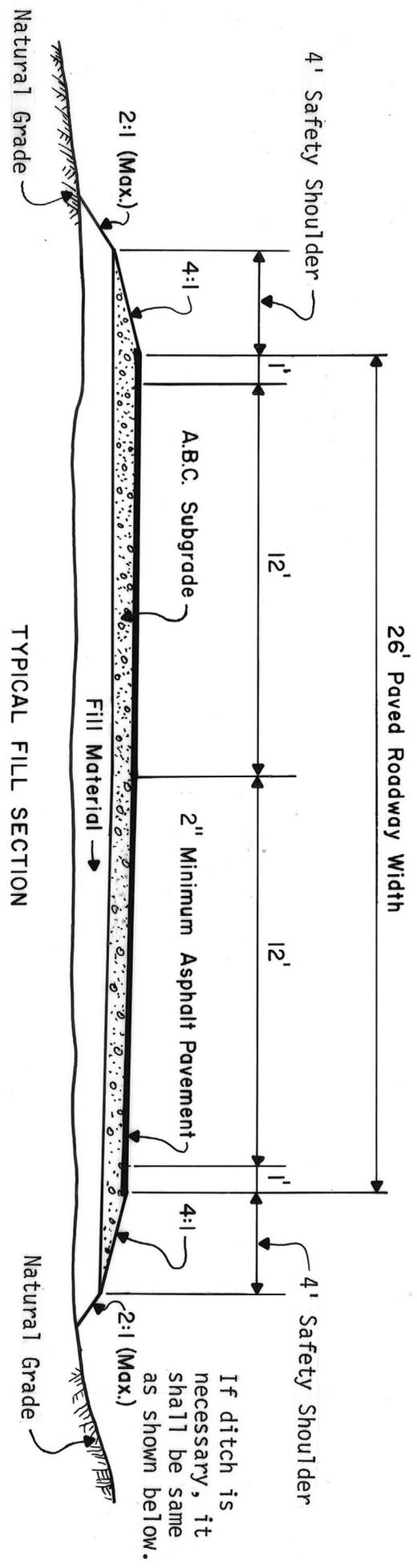
Also, Dean Durfee of BLM has a field meeting with James Thompson on March 14, 1979 to hopefully make up a mitigation plan for the BLM allotment assigned to Thompson. Mr. Durfee also plans to involve the Arizona Game and Fish. Also, MINERALS will have a chance to review the mitigation plan before it is finalized.

TLL/c11
enclosure

Further delays - Asked for centerline plat
will allow 2-3 wks delay. Want to tie into
Bivens coming to office.

As per B. Fish 3-9-79

TYPICAL SECTIONS



NOTE:

Fill slopes to be not less than 2:1.
 Cut slopes in dirt to be not less than 1½:1.
 Cut slopes in rock to be not less than ½:1
 Adequate drainage culverts or structures to be provided, arrived at by approved Engineering methods.
 Continuous grades shall not exceed 10%. Maximum grades from 10% to 15% may be constructed for distances not over 200 feet. These maximum grades cannot be repeated unless separated by grades less than 10% for a distance of not less than 200 feet.
 Crowns or supers shall be constructed on all roads from subgrade on up through finished grade.
 Maximum crown 0.015 feet/ft and maximum super-elevation 0.080 feet/ft.