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M E M O

Conte -
w/ plans
Joe

TO: A.F. Budge, C.A. O'Brien cc: P.A. Handverger 634-8466
FROM: Don White
DATE: April 1, 1987
SUBJECT: Road improvement plans for State Park access at the U.V.X.

By chance I learned of and was able to attend a public meeting yesterday (March 31, 1987) for "design review" of road improvement plans in and around the U.V.X. It was fortuitous that I attended for the plans have much impact upon Verde's property, Budge's lease, our future operational plans, and, in reverse, our plans should affect their road design.

The Arizona State Parks and Dept. of Transportation teamed up with plans to improve access to the Jerome State Historic Park (e.g., Douglas mansion museum) by widening and straightening the access road to "better handle big campers, trailers, and buses." They contracted Coen Engineering to draw up the attached plans. The plans call for right-of-way acquisitions that would cut into our leased and already limited surface working area. Note on sheet number 18 that the new "R/W Esmt." cuts considerably into the engineering office (our present core storage and work spaces) to the north and the old Edith hoist foundation area to the south. The engineering office was, in their words "to be relocated."

At the informal review session which included a walk along the road, I pointed out the impracticality of relocating the engineering office to which they readily agreed. I also pointed out the importance to us of work space adjacent to the Edith shaft (which can't be moved!). We discussed our present limits to N and W by existing road, to S by hoist equipment and the need to retain vehicle access to the shaft from the east. That leaves a very small area just N of the Edith shaft (where the old Edith hoist foundation is) for shaft-proximity ore handling equipment (e.g., bins, loadouts, surge piles, conveyors, etc.). That is the same area that would be all the more infringed upon by shifting the new, wider road further S to avoid demolition of the engineering office. Possible alternatives include any combination of a) narrowing the road, b) extending the curve to the W by cutting into the hill and shift the Bell family's access road W as well, and c) building retaining walls to minimize the encroachment toward the Edith.

Other topics of discussion I brought up included our need for continued access, likelihood of ore haulage, and the very names of the roads being discussed. They had envisioned construction this fall (depending upon right-of-way acquisitions, etc.) including full tearing up of the old road (i.e., closure) with alternate access via the steep, windy, rough road from town via the Little Daisy shaft area. Clearly this would prevent timber, rail or other large deliveries. They acknowledged the need to coordinate worker access for shift miners and drillers, etc.

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cc: P.A. Handverger
April 1, 1987
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It seems to me several things ought to be done immediately:

✓ 1) Coordinate our response with Verde Expl. Ltd. I have phoned Paul Handverger who was not otherwise informed of any of this. My question to him was what right-of-ways presently exist since our lease does not document them. He promised to dig out the appropriate file which apparently includes a 1950's recorded easement for the road only. The present trailer/camper parking area is "permissive use only", meaning it can be withdrawn any time by Verde (Budge as lessee) if so elected (e.g., space needs for surface plant).

2) Decide internally what our needs are with regard to:

- Known ✓*
- a) Surface plant and storage; will the present trailer parking area be an issue?
 - b) Shaft area space plans; will a wider road easement around the Edith be a problem and if so what solutions do we recommend?
 - c) What haulage loads do we anticipate? Axle loadings and bed lengths are important to pavement thickness and turning radii.

yes 3) Formally notify the appropriate authorities of our concerns, including:

immaterial

- a) Road name corrections; the road in questions is the "U.V.X. Mine Road" on all old maps, etc. They have called it the State Park Road, effectively and unwittingly a name change. We should retain the old name. The alternate road up to Jerome is the "Little Daisy Road" I believe, though the Coen Engineering plans have now dubbed it the UVX Mine Road. This too should be corrected.

✓ b) Our concerns for the engineering office.

✓ c) Our need of space near the Edith shaft.

✓ d) Our likely need of space where the trailers presently park.

? e) Our interest in seeing ore haulage accomodated in their design for turning radii, pavement thickness, and entering route 89A at the intersection on the hogback.

✓ f) The need for continued access to the mine for shift work and coordinating closures for the sake of scheduling large deliveries or shipments.

✓ g) Our wish to work together with them for a better road for everyone's benefit.

Clearly this is an opportunity to mold their project to everyone's advantage. They want right-of-way enlargements from us. We can't afford space in some areas but may be able to in others. In return we may be able to get a better, safer, haulage road.

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Persons involved in the project include:

David J. Mellgren, P.E.; Civil Engineer who directed the design review meeting, March 31, 1987.

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