

**August 26<sup>th</sup>, 2008**  
**Site Visit Notes**

For our meeting in August, we walked along the Jordan River trail, which offers views of the Sharon Steel and Midvale Slag sites.

**In Attendance:** Dave Allison, Richard M. Battison, Erna Waterman, Jennifer Chergo, Tony Howes, Ray Limb, Steve Bubnick, David May, Kristen Thelen

**EPA Updates:**

- ◆ Steve Bubnic has received geo-fabric samples to try out. It's a new product that can be used instead of riprap. It's made out of recycled plastic. It's more expensive, but easier to install. There are holes for drainage, and to allow vegetation to grow up. It is green, which is more aesthetically pleasing. It comes in 4x4 sheets. The sample is not that flexible, but when it's bigger it is more flexible. It has been tested at Colorado State. It was used in low spots there, and looked good.

**UDEQ Updates:**

- ◆ The potholes have been filled. Ben Magelson had until last week to fill them before the city took action. They also fixed the fence that was down.

**Midvale City Updates:**

- ◆ There are four sets of apartments that are supposed to be done by Thanksgiving.
- ◆ Bingham Junction Blvd may not be paved this year.

**Observations about the site:**

- ◆ There is an area where the storm water is making a gully. It's from storm water that has run off over the site. It's been there since Steve has been coming, but they will have to address it. There was a channel made for storm water with organic material underneath, but the water doesn't necessarily use that channel. It will have to be cleaned up. They will have to identify the preferred runoff location.
- ◆ The sheet pile will be cut back. It won't be torn out of the banks, but will be incorporated instead. Inside of the channel, it will either be taken out or will be incorporated, whichever is easier. They don't want to create problems by pulling it out, and it will be covered up by the grouted boulder structure. They will have to take the pipe out where it will interfere with their work. The pipe was used in the '30s as a spillway for overflow. They don't think it was ever really functional.
- ◆ At one point along the site the West Jordan side has a lower bank. The water will come up on this side when the water is high. In another spot, the West Jordan bank is higher, and will push the water onto the site toward the UTA structures. They will probably have to install something to deal with this. The USGS studies will tell them more.
- ◆ The Jordan River walkway trail will be closed at nights while they are working on the UTA bridge. It will be open during the day, with a detour

that crosses over the railroad tracks. The trains run at night, which is why the trail will be closed at night.