

ORDINANCE 2004-04

AN ORDINANCE AMENDING CHAPTER 8 OF THE GENERAL PLAN OF TOOELE COUNTY; ESTABLISHING A MUNICIPAL SOLID WASTE FACILITY CORRIDOR, AND MAKING OTHER TECHNICAL CORRECTIONS.

NOW, THEREFORE, BE IT ORDAINED BY THE LEGISLATIVE BODY OF TOOELE COUNTY, UTAH AS FOLLOWS:

**SECTION I - AMENDMENT.** The Tooele County General Plan, Chapter 8 is amended to read as attached hereto, which amendment establishes a municipal solid waste facility corridor.

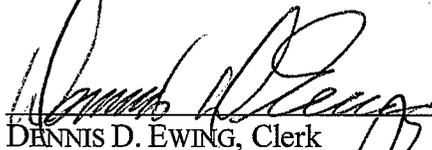
**SECTION II - REPEALER.** Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

**SECTION III - EFFECTIVE DATE.** This ordinance shall become effective 15 days after its passage provided it has been published, or at such publication date, if more than 15 days after passage.

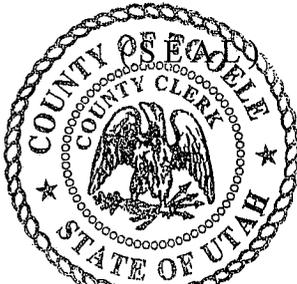
**IN WITNESS WHEREOF,** the Tooele County Commission, which is the legislative body of Tooele County, passed, approved and enacted this ordinance this 27<sup>th</sup> day of January 2004.

ATTEST:

TOOELE COUNTY COMMISSION

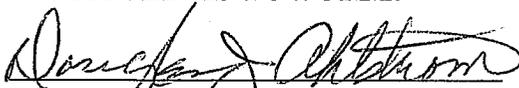
  
DENNIS D. EWING, Clerk

  
DENNIS ROCKWELL, Chairman

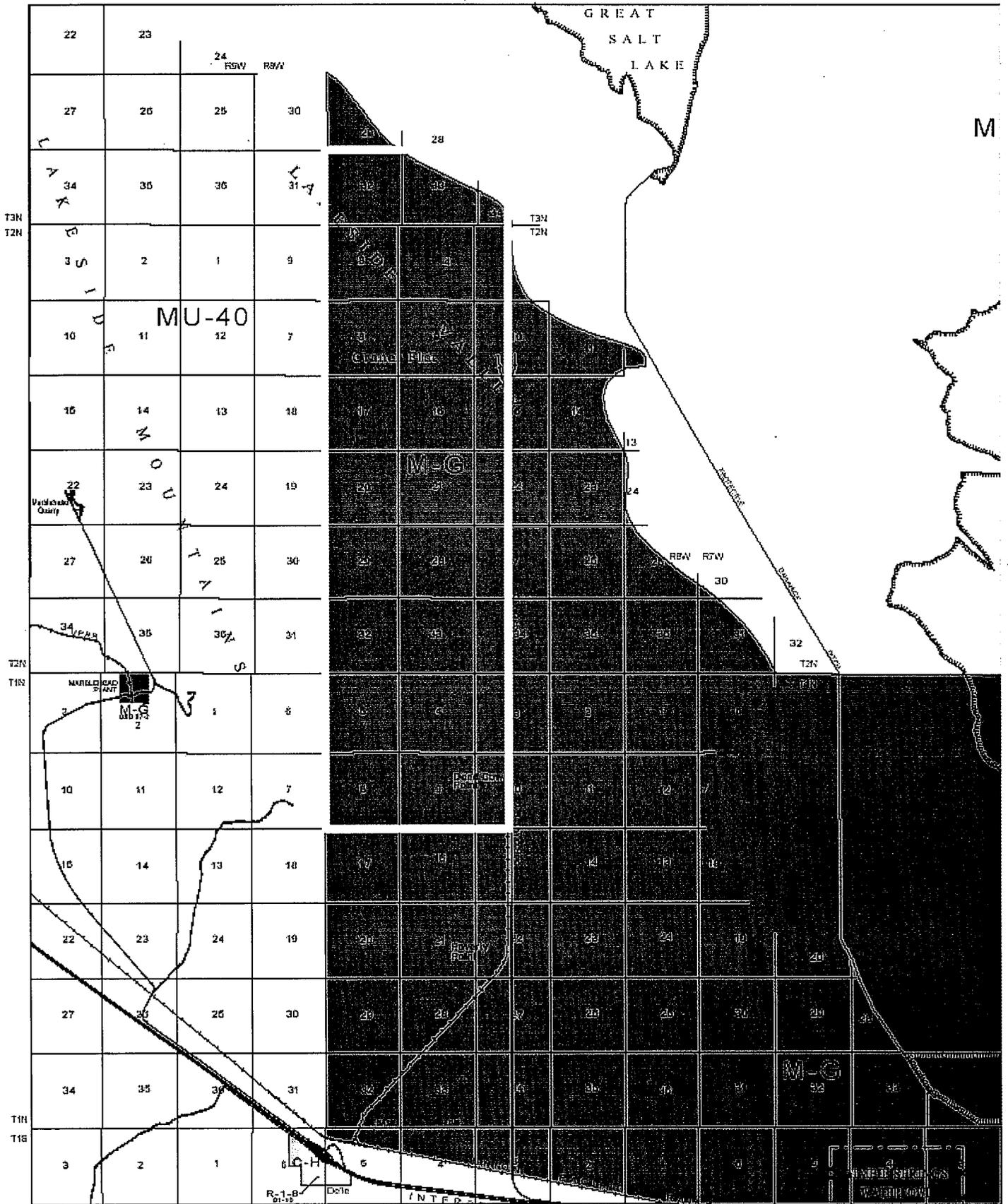


Commissioner Rockwell voted aye  
Commissioner White voted aye  
Commissioner Lawrence voted aye

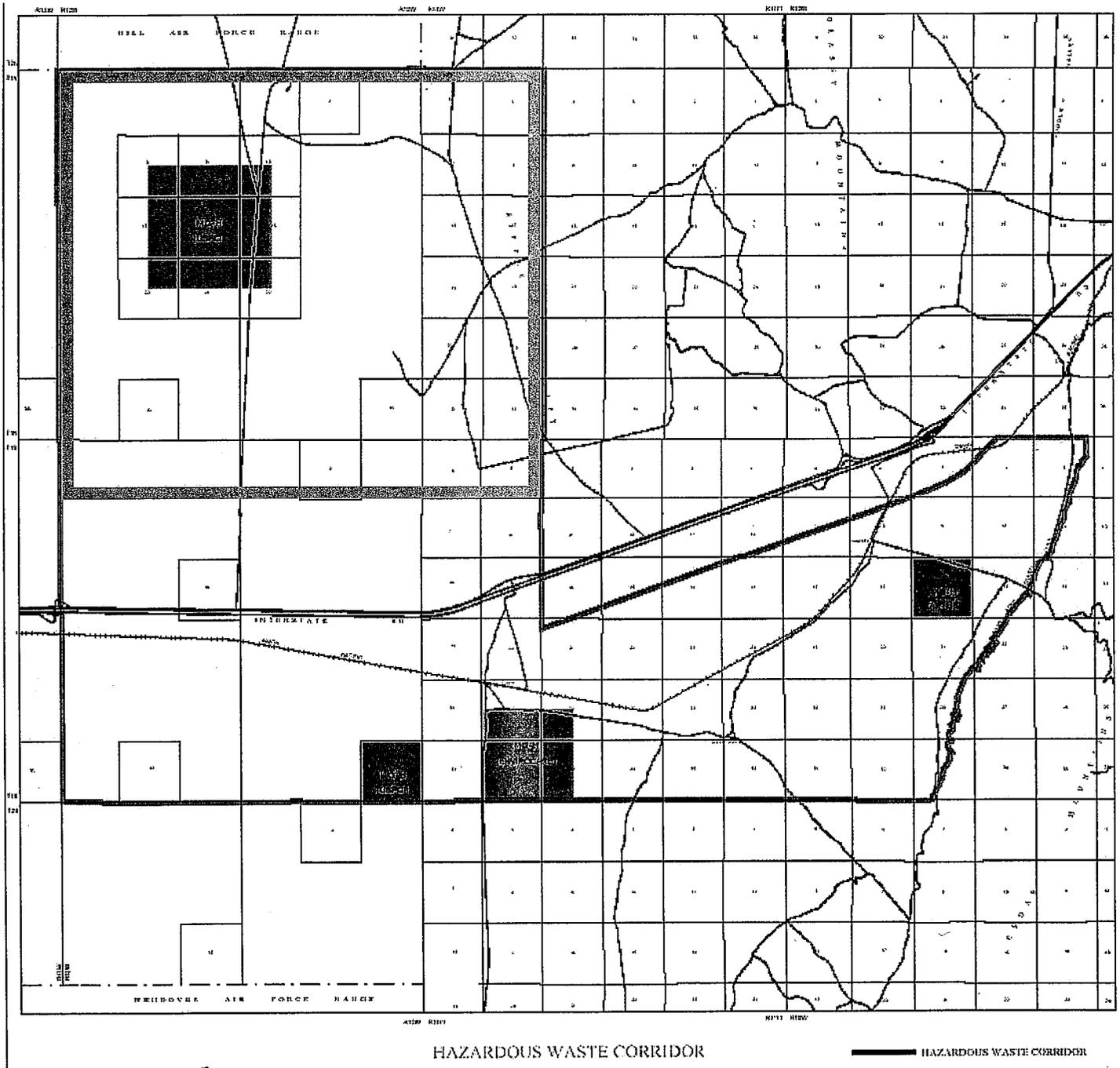
APPROVED AS TO FORM:

  
DOUGLAS J. AHLSTROM  
Tooele County Attorney

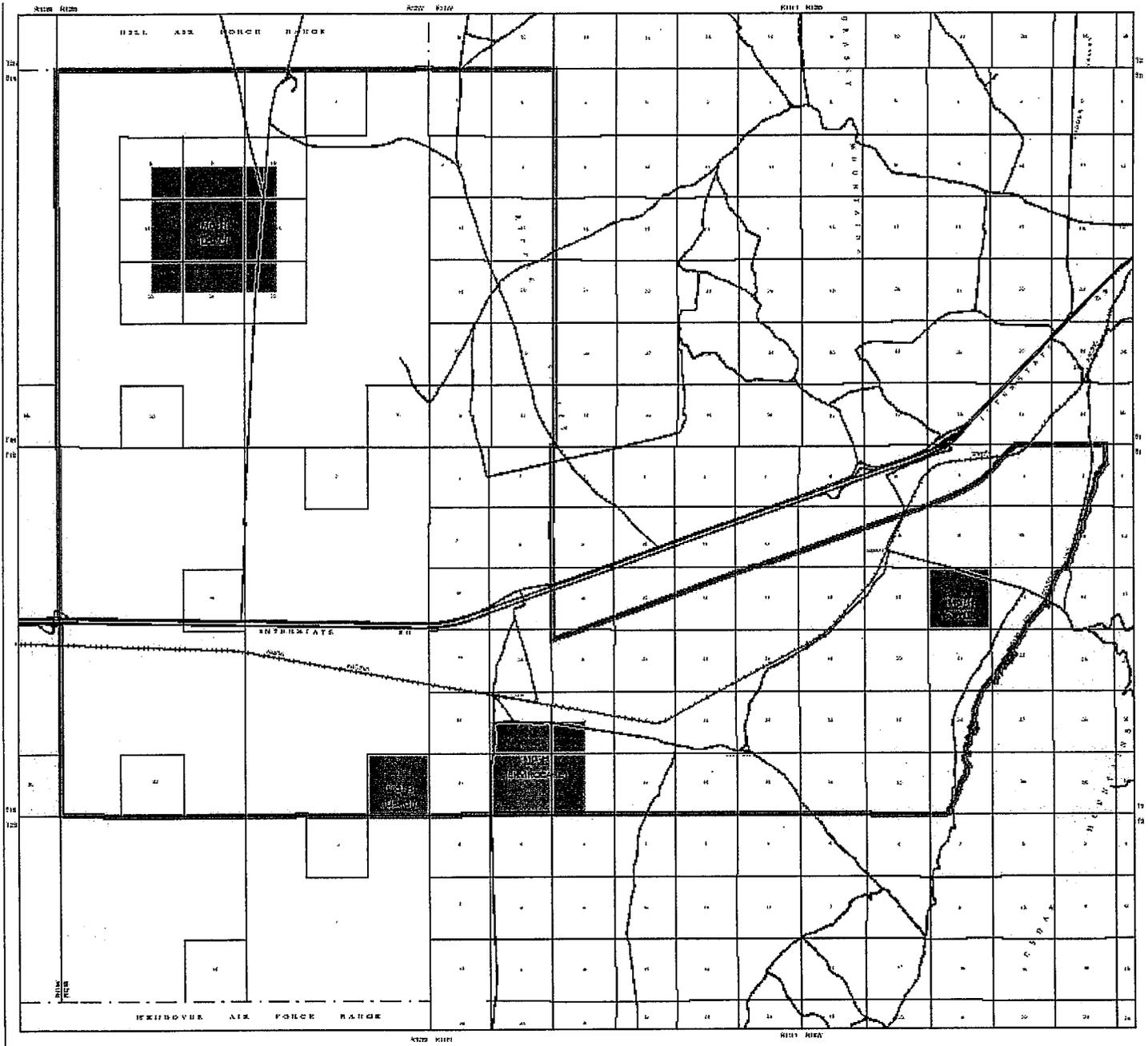
# Municipal Solid Waste Corridor East Corridor



# Municipal Solid Waste Corridor West Corridor - (in green)



# Hazardous Waste Corridor (in red)



HAZARDOUS WASTE CORRIDOR

HAZARDOUS WASTE CORRIDOR



## CHAPTER EIGHT: I-80 CORRIDOR PLANNING DISTRICT



### LAND USE

Land use in the I-80 Corridor is one of the most diverse of Tooele County's six planning districts. Land uses in Tooele County include: the incorporated town of Wendover, the federally-administrated Utah Test and Training Range, various salt/mineral and lake-related industries, the Hazardous Waste Corridor, Interstate 80 and Union Pacific Railroad and the Timpie Springs Waterfowl Management area. Recreational uses in the district include the Bonneville Salt Flats State Park, Danger Cave, mountains, desert, Great Salt Lake and Stansbury Island. A majority of the land is under Bureau of Land Management administration.

Growth is most likely to occur near Wendover and along the I-80 corridor especially near interchanges leading to Skull and Tooele Valleys where commercial development could take advantage of the increase.

#### Residential Development

Given the harsh salt desert environment, residential development in this planning district is concentrated in Wendover. This concentration in the incorporated city of Wendover has allowed development to use existing utilities and services which reduce the cost of establishing new service areas. New growth should be directed to Wendover and low-density, low-impact uses encouraged throughout the district.

#### Agriculture

Agriculture land use in the district is limited and is not likely to increase due to the salt desert environment. However, to protect the few areas that are suited for agricultural use a zoning change is recommended for those areas when they're identified. To protect the district's generally sensitive lands it is recommended that a Sensitive Lands Overlay Zone be adopted in the district (more on this later in this chapter under

"Environment.")

#### Commercial/Industrial

Many Tooele County industries in the I-80 corridor have a significant environmental impact. The hazardous waste industry is a significant land use. Currently, companies located in the area transport, store and/or incinerate hazardous wastes in a specially designated hazardous waste zone. Federal and state permitting processes make the possibility of new hazardous waste industries in the area unlikely but the storage of additional hazardous waste operations will continue until the facilities are at capacity. Long term maintenance of waste sites will be a continuous process. Lake and other industries that extract salt and other minerals also are significant uses and have the potential for damaging and depleting resources.

The current lake industry uses are permitted under a Manufacturing zone, but a Lake Industry zone, which responds specifically to the environment and lake-based industry is recommended. Other heavy uses, such as mineral extraction and waste incineration, should be allowed only in specific, limited, designated locations. The County's Manufacturing-Distribution zone east of Wendover should remain and its development be promoted.

### ECONOMIC AND DEMOGRAPHIC

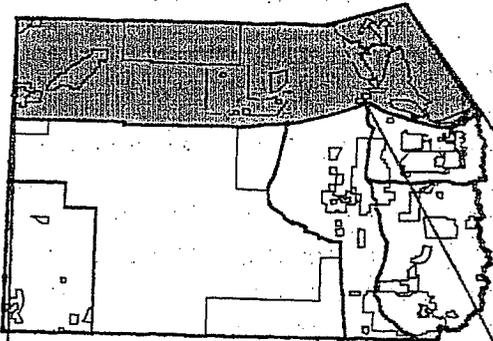
#### Demographic Summary

The population of the I-80 Corridor district is mainly confined to East Wendover. According to utility records, there is no population outside of the East Wendover area. There are some ranch operations located on Stansbury Island and there may be a few military personnel located at the U.S. Air Force test range (north of I-80), but there is no evidence of permanent residents in these areas. East Wendover has been a fast-growing area of the County over the past

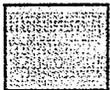


TOOELE COUNTY  
PLANNING DISTRICT

INTERSTATE 80 CORRIDOR



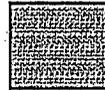
LAND USE



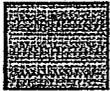
AGRICULTURAL



HIGHWAY COMMERCIAL



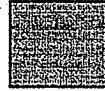
HAZARDOUS WASTE  
CORRIDOR



INDUSTRIAL



MULTI-USE



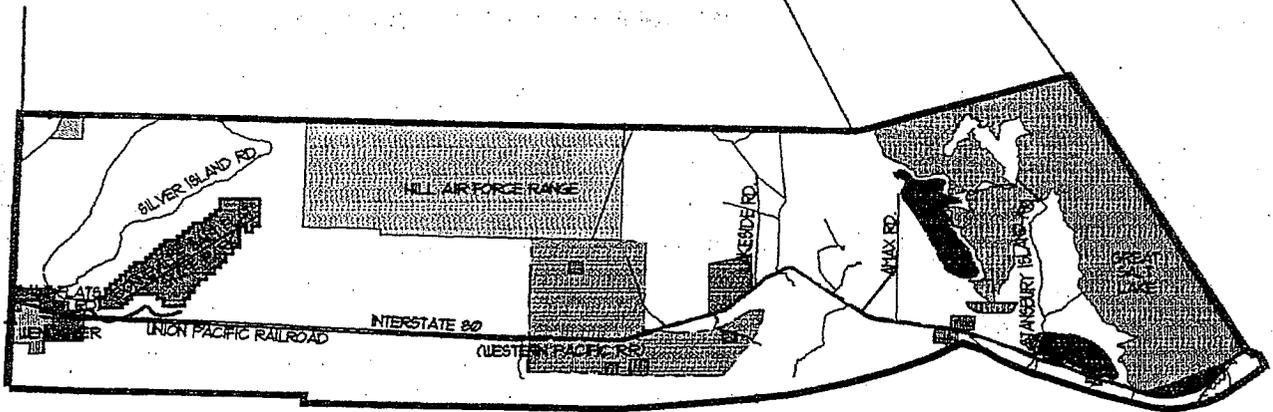
STATE PARK



LAKE INDUSTRIAL



FEDERAL



AS OF: DECEMBER 1995



two decades. The population increased from 781 in 1970 to 1,099 in 1980, an increase of nearly 41 percent over ten years. Between 1980 and 1990, the population grew at a much slower rate of 2.6 percent.

Growth in this area has been fostered by casino gambling in the Nevada portion of Wendover. Many of the casino and hotel workers reside in the less expensive housing available in East Wendover. Many of the housing units are in very poor condition and East Wendover has the lowest average income of all towns and cities in Tooele County. The median income in East Wendover is approximately \$18,750. Roughly 34 percent of the households have annual incomes less than \$15,000.

### Economic Summary

There are three areas of economic activity in the I-80 Planning District: the Wendover casino-gambling-support-service economy, the hazardous waste disposal and treatment facilities and the lake-based industries. Each component is important to the overall Tooele County economy.

There are currently 37 firms in the Wendover area employing roughly 337 persons. The average annual wage is \$18,228. The majority of the firms and the bulk of employment are found in the service or trade sectors which typically offer lower-paying jobs (with average annual wages of between \$9,850 and \$10,870). There is one mining firm and one manufacturing firm. The remaining employment is in the government, finance/insurance/real estate and transportation/communications/public utilities sectors.

The casino gambling industry is growing nationally, and one can anticipate that the Wendover casinos will continue to be well supported by the Wasatch Front market. East Wendover's economy will continue to be heavily dependent on this industry; however, diversification into other, higher-paying sectors should be encouraged. There is a manufacturing zone located just east of the town in the unincorporated County that should be promoted for further development and possible expansion. Consistent with the goal of containing commercial/industrial development

within incorporated cities and towns, this area should be developed with the involvement of Wendover City officials and should be included in Wendover's annexation policy declaration. Wendover's location could provide retail services for surrounding rural areas such as the Ibapah/Gold Hill Planning District. According to the resident survey, households in the Ibapah area currently look to the Tooele and Salt Lake Valleys for retail goods and services. It is likely, however, that most Wendover sales will occur in Nevada because of the more favorable sales tax rate.

The hazardous waste treatment and disposal facilities include the Grassy Mountain, Arragonite, and Clive facilities. The hazardous waste facilities have provided fee income and tax revenues to the County, as well as a substantial, high-wage employment base. However, there are regulatory limitations to the expansion of these industries. The public has also expressed a desire to limit expansion of these industries; therefore, it is assumed that there will be limited future expansion.

There are a number of industries that extract minerals and other resources (such as magnesium, salt and brine shrimp) from the Great Salt Lake. The largest, Magnesium Corporation of America (Magcorp) is located on the west shore of the lake with others lining the southern shore along I-80. These industries provide good-paying jobs and represent a substantial proportion of non government employment in the County. Continued extraction operations are an important element of the County economy.

### TRANSPORTATION

I-80 is the principle transportation corridor within this planning area and crosses through the entire corridor from east to west. It is a major interstate highway and is heavily used for interstate commerce. Paralleling I-80 is the Union Pacific Railroad mainline, an important rail link.

There is a section of County roadway located near Wendover which intersects with I-80 and connects to Wendover. It serves as an additional access into Wendover and also to businesses located east of town.

There are a number of unpaved roads located within



this planning area, most of which are located near the eastern end of the planning district. All of these roads are gravel-surfaced, with the exception of the roads leading to the Grassy Mountain, Arragonite, and Clive facilities, which are paved. These roads were constructed for the hazardous waste industries as the principal access between I-80 and the facilities.

Other unpaved roads are located in the Silver Island Mountain area at the west end of the planning district. These roads provide access to the public lands located in these mountains and to the scattered private holdings within the area.

There is little demand to change the transportation system serving this area. I-80 remains a critical corridor and is maintained by the Utah Department of Transportation. The other roads within the planning area are County roads maintained by the County. Little expansion of these roads is contemplated for the near future.

## INFRASTRUCTURE

With the exception of Wendover, there is little population located within this planning district. Wendover maintains its own infrastructure to serve its residents and surrounding properties. This includes water, sewer, and other utilities. Infrastructure also exists for the hazardous waste facilities located at Grassy Mountain, Arragonite, and Clive. At these locations, sewer and water service are provided and are operated by each of the hazardous waste disposal operators. Potable water is limited in this region. The majority of ground water is saline and therefore not suitable for human consumption. The suitable water is generally located near the mountain ranges within the region. For example, Arragonite, and Clive have potable water wells, but had to locate at a considerable distance from the other facilities in order to find suitable water.

East of Wendover is a rest stop operated by the Utah Department of Transportation, which provides potable water to tourists and people using I-80. There are no services at Bonneville Salt Flats State Park.

## ENVIRONMENT

### Natural Resources

Contributing to air pollution in the County are two private hazardous waste incineration plants located in the west desert area and a mineral reclaiming plant located near west shore of the Great Salt Lake. The hazardous waste incinerator is permitted by the State of Utah, Division of Solid and Hazardous Waste and DEQ, and is monitored to determine compliance with their permit. Each facility has air quality monitoring equipment installed and monitored to determine pollutant emissions.

Magcorp, a mineral reclaiming industry located along the west shore of the Great Salt Lake north of Grantsville, is the United States' largest emitter of chlorine and hydrogen chloride gas (HCl) to the atmosphere and has received considerable national exposure. The chlorine/HCl are by products of the processing of magnesium and other minerals. The current permit for Magcorp contains no limitations for these emissions. However, new regulations developed by DEQ have recently established a level of one percent of the threshold limit value (TLV) for non-carcinogens (for HCl the target is 75 ug/m<sup>3</sup>). Magcorp is reported to have significantly reduced the quantity of chlorine/HCl emitted during their processing, but they are still viewed as the largest air pollutant point source in the County.

The largest surface water body in the County is the portion of the Great Salt Lake that lies at the east end of the I-80 Corridor planning district. The water is not potable quality but is a vitally important water resource for the County as well as the entire State of Utah. The primary benefit to Tooele County is the presence of industries that rely upon the lake for its high mineral contents. The largest company, Magnesium Corporation of America (Magcorp), is located on the west shore of the lake and operates numerous large evaporation ponds and a mineral extraction plant. In addition, two or three other smaller companies use the lake for salt and mineral extraction. These companies are located to the north east of I-80 where many large



open evaporation ponds created by dikes have been constructed along and in the lake.

Groundwater in this district is greatly effected by the large area of the Great Salt Lake Desert. Almost the entire Great Salt Lake Desert area is underlain with groundwater, most of which is only marginally acceptable for human use because of the salinity and mineral concentration. Due to the low precipitation and the very high evaporation rate in the region, limited amounts of water are available to replenish the groundwater reservoir.

Limited withdrawals are occurring but they are concentrated in the areas used by the military, hazardous waste industries, and the few farms found in the region. Some of the groundwater must be demineralized prior to use, such as the water used near Lakeside. The areas where groundwater quality is best in this region are located along the mountain ranges. In general, the further the distance from the mountains, the poorer quality of the groundwater encountered.

There are no flood plains identified in the County at the time of this report. Since the early 1980s, the level of the Great Salt Lake has increased to modern time record high levels. Flooding was extensive along the south edges of the lake and extended south of I-80 in the Tooele Valley. Minor flooding also occurred along many of the intermittent streams located in the County. As part of the flood control measures used by the State of Utah, an artificial lake was created west of the Great Salt Lake in the area known as Puddle Valley. Water was pumped from the Great Salt Lake near Lakeside into a canal that flowed to the artificial lake area. During peak use, the artificial lake extended from the interstate freeway north into Box Elder County a distance of almost 40 miles. The pumps are not being used at present but are being maintained in case the lake begins to rise significantly.

There are extensive wetlands located along the south and west edges of the Great Salt Lake. Most of the wetlands are located between SR-138 and the Great Salt Lake. These wetlands are associated with the mud flats and shallow areas located along the Great Salt Lake shoreline and are periodically flooded during

high water periods.

### Hazardous Waste Industry Analysis

Industries located within the I-80 Corridor planning district dispose and treat hazardous and industrial wastes. A Hazardous Waste Corridor designated by the County covers area from the southern border of Hill Air Force Range to Clive and to the foothills of the Cedar Mountains. There is one incinerator and two landfill businesses operating in this area. One landfill site is located north of I-80 near Clive at Grassy Mountain. This landfill operation accepts three types of waste: PCB contaminated solids, non-hazardous industrial wastes and hazardous wastes. All the wastes are disposed of in a solid form in specially designed disposal areas. Waste is usually trucked to the site for disposal, but some is transported to the Clive area via rail and transferred to trucks at a terminal area located south of I-80 near Clive. Some processing of wastes occurs at the terminal area including solidifying some types of waste for disposal. This facility is permitted by the State of Utah Division of Solid and Hazardous Waste (DSHW) and the current permit expires in the year 2025. Groundwater monitoring is conducted on the terminal site and required reports are filed with the State of Utah. There are also many federal and state regulations which govern the handling and record keeping requirements of the operation.

The County receives economic benefit from this operation through levying fees for mitigation, establishing property taxes, and collecting 10 percent of the disposal fee charged by the State of Utah. In addition, between 100 and 200 people are employed at the site, a majority of whom live in Tooele County.

The two low level radioactive sites are located south of I-80 near Clive. One is a landfill operation that accepts industrial waste and mixed waste. Mixed waste can be low level radioactive waste, hazardous waste, or both. Only solid wastes, mostly construction wastes, are disposed of there -- no liquids. Radioactive wastes are stored separately from non-radioactive wastes. All cells are specially constructed with multiple liners and special covers. Envirocare is permitted to dispose of 80,000 cubic yards of mixed waste and 4,000,000 cubic



yards of normal waste. The company was also recently granted a permit by the federal Nuclear Regulatory Agency to construct a new low-level radioactive disposal facility at the existing site. It is planned for use as a disposal site for wastes currently stored in New Jersey and from cleanup of a "Superfund" site (a federally designated hazardous waste clean-up site).

In addition, at Clive there is a disposal site which was used to dispose of low-level radioactive wastes removed from the "Vitro" site located in Salt Lake County. The "Vitro" site was used by the state and federal agencies involved in the cleanup of an old uranium mill operation. This landfill can accept additional waste material. Current activity is limited to maintenance of the permanent cap installed and groundwater monitoring.

A hazardous waste incinerator facility which is located south of I-80 at Aragonite. The incineration capacity is about 85,000 tons per year. It has been in operation since 1991. It also operates under state and federal permits and regulations.

The state permits require that various parameters be monitored by the operator and the results reported to the state. Parameters monitored typically include hazardous waste handling manifests, air quality, groundwater, surface water, ambient air quality, emissions from stacks, and other processes. The specific parameters required for each permittee are established at the time the permit is issued.

Recently, the State of Utah passed legislation which requires that any new hazardous waste facility proposed within the state must be approved by the legislature, the governor and the county or city in which the facility is located, in addition to obtaining any other permits already required. The effect of this legislative action will be to restrict the development of any new commercial hazardous waste disposal facilities within the state. Given the stringent requirements, it is unlikely that any new hazardous waste disposal facilities will be permitted.

The basic sentiment expressed about these operations in community and steering committee meetings for the

general plan process were concerns over safety, the desire to limit activities, and the desire to discourage any new companies coming into the area. The permitting process is difficult, demanding and expensive, which will discourage some companies from locating in Tooele County. Safety considerations are necessary for permit approval and continued operation, and these industries are likely to continue being safe.

#### Hazardous Waste Corridor

All hazardous and radioactive waste disposal and treatment facilities should only be located in the hazardous waste corridor. The transportation system in place can accommodate those industries in the safest modes of transporting materials to the sites. The legal description for the hazardous waste corridor is:

Beginning at the southwest corner of Township 1 South, Range 12 West, SLB&M and running thence east along the south township lines of Range 12, 11, and 10, to the 5,000 foot elevation line on the west side of the Cedar Mountains, Township 1 South, Range 10 West, SLB&M; thence in a Northeasterly direction along said 5,000 foot elevation line to the north line of Township 1 South, Range 10 West, said line is in Section 2 of Township 1 South, Range 10 West, thence west along the north line of Township 1 South Range 10 West to its point of intersection with a line running parallel to the south right-of-way line of Interstate 80. Said "parallel line" is located 3,960 feet ( $\frac{3}{4}$  mile) south of the I-80 right-of-way; thence southwesterly along said "Parallel line" to its point of intersection with the east line of Section 20, Township 1 South, Range 11 West, SLB&M; thence north to the northeast corner of Section 5, Township 1 North, Range 11 West; thence west to the northwest corner of Township 1 North, Range 12 West; thence south to the point of beginning.

#### Municipal Solid Waste Corridor

Tooele County is viewed by metropolitan areas as a potential destination for disposal of municipal solid waste. The I-80 corridor is ideally suited for this type of use. It offers short over-the-road and railroad transportation for wastes generated along the



Wasatch Front. The rail service that can be utilized by urban areas on the East and West coasts. The area north of Delle and in Rowley has excellent soils for area type landfills, has no watershed or groundwater recharge areas, and can meet aesthetic expectations. The long term potential for this corridor includes recycling and waste-to-energy and energy production industries. Those waste streams that are solely for inert construction debris, and dirt should not be restrained to this corridor, but rather allowed in certain zones where they can benefit reclamation efforts.

The legal descriptions for the corridors are:

#### East Corridor

Beginning at the south quarter corner of section 10, T1N, R5W, SLB&M, and running thence northerly along the quarter section lines to the north quarter corner of section 34, T3N, R5W; thence, westerly along the section lines to the northwest corner of section 32; thence, southerly along the section lines to the southwest corner of section 8, T1N, R5W; thence, easterly along the section lines to the point of beginning. Contains about 14,400 acres.

#### West Corridor

Beginning at the southeast corner of section 32, T1N, R11W, SLB&M, and running thence northerly along the section lines to the northeast corner of section 5, T1N, R11W; thence, westerly along the section lines to the northwest corner of section 6, T1N, R12W; thence, southerly along the section lines to the southwest corner of section 31, T1N, R12W; thence, easterly along the section lines to the point of beginning. Contains about 30,720 acres.

#### Mountainsides, Vegetation, and Wildlife

The I-80 Corridor is demarcated by the salt desert, its mountains and the Great Salt Lake. Stansbury Island is a prominent mountain-island in the eastern end of this district which has generated public interest in recreation on public land. Because of its value for recreation and its natural beauty it has been the center of much controversy regarding access to BLM lands by crossing privately owned land. Zoning designation on the island at present is MU-40 and M-G. These

designations are inappropriate for the sensitive environments of the island. Proposed zoning for the island is an agricultural zone of one unit per 40 acres (as is proposed throughout the district and County). Designation of Sensitive Lands Overlay Zone for appropriate sensitive areas is proposed to protect and preserve these areas.

Other mountain resources in the district are Silver Island, Grassy and Lakeside mountains, and the northern ends of the Cedar and Stansbury ranges. These mountains are viewed from I-80 and provide contrast to the flat openness of the salt desert and the Great Salt Lake. The mountains rugged slopes and desert valleys have a variety of wildlife, including mule deer, pronghorn antelope, chukar and raptor. Areas of wasteland and mud create the salt flats. In contrast, the vegetation of the mountains include Sagebrush, Shadscale, Cheatgrass, Pickleweed, Utah Juniper, Greasewood, Dropseed, Saltgrass and Halotogen.

High water levels of the Great Salt Lake damage large portions of the shoreline wetlands due to the flooding of these areas with saline water. This flooding kills less saline-resistant plants and organisms.

#### Sensitive Lands of the I-80 Corridor Planning District

The environments of the Great Salt Lake and Great Salt Desert are unique in the United States and the world. The salt desert has been recognized as a U.S. national landmark and is a Bureau of Land Management Area of Critical Environmental Concern. The salt flats of the area are utilized for international automobile racing as the flats are hard and level for great distances. However, the ecological relationship of the Great Salt Lake and the salt flats have been exploited by mineral extraction interests over the past years. Minerals from this environment are taken after evaporation in ponds of water taken from subsurface water tables. The diversion of waters and the disruption of the natural hydrological cycle has impacted the salt flat formations. An area of salt flats once covering 33,000 acres now covers just 19,000 acres. Each year 1.5 million tons of salt are removed through mining and natural erosion.

BLM and citizens groups are both interested in



returning the salt flats to a more stable state. The BLM continues to conduct studies on the salt flats and their degradation and citizens groups (made up mostly of racing enthusiasts) are interested in resalinization efforts. Tooele County can do its part to preserve the salt flats and other Great Salt Lake and salt desert environments. New development interests to these lands must consider potential impacts upon the ecology that supports the continuing creation of salt flats and other salt desert features. The County can do this with several possible methods, but this plan encourages the designation of a Sensitive Lands Overlay Zone for the I-80 Corridor planning district.

A Sensitive Lands Overlay Zone designation would give development parameters for slopes, wildlife, watersheds, wetlands, floodways, ridgelines, views and other important elements. In the I-80 Corridor planning district special criteria should be determined appropriate for the conservation and preservation of the Great Salt Lake and salt flat environments. Such an overlay zone designation should be designed to preserve valuable environments, yet still allow some economic benefit within the zone. Mapping and identification of these elements in the overlay zone are the responsibility of development interests. With this information, solutions involving appropriate low-density, low-impact uses can be found.

## **RECREATION**

### Recreation Resources

Land in this district is under BLM and State Parks (Silver Island Mountains and Bonneville Salt Flats) management. Great Salt Lake, Stansbury Island, and salt flats are used for sailing, swimming, bicycling, rock climbing, and motor racing. Camping facilities are located in the state park in the Silver Island Mountains. The Knolls area of BLM land is used for free range motor vehicle recreation although the long term impact on environment is not known, but expected to be negatively impacting the environment.

Recreational opportunities in this planning and district are very popular. As a result, access to public recreational areas across private land is an important

issue. One particular area of controversy is Stansbury Island since a significant proportion of the land is privately owned.

### District Trail Concept

The arrow relates the general recreation travel pattern in the district. Following the arrow along I-80 are the sites of the Great Salt Lake and the Great Salt Desert, Stansbury Island, mountain ranges, and desert ranges. These features are given by text on the map. Historic and recent recreation uses of these natural features include:

- Pre-history residential use of Danger Cave and Native American Indian art on Stansbury Island; bicycle races upon the salt flats; and cross-country travel across salt flats, including Donner-Reed Party and railroads; and
- Recently, hobby rocket launching in Silver Mountains and bicycling on Stansbury Island; international speed racing on the salt flats; truck and travel use of I-80; and off-road vehicle use of BLM lands at Knolls.

Also, sailing, swimming, windsurfing, hiking, Camping, and many more recreation uses are possible.

### Recreation Designation

Creating a recreation corridor made up of the Stansbury Mountains and Stansbury Island has been promoted due to the increase of interest and use of these areas. Users value the uniqueness of the mountain range, island, and lake chain for the variety of uses and its unique archeological and historical elements. The recreation corridor proposed is described more thoroughly in Chapter Two, in Open Space/ Recreation. Also see the Proposed Recreation Corridor map in Chapter Three in Recreation.

Silver Island mountain range is skirted by the Silver Island road. This range is a popular area for driving, camping and other uses. Its neighbor to the east is the Bonneville Salt Flats State Park and to the south is the Danger Cave State Historical Park.



## CULTURAL AND SCENIC RESOURCES

### Settlement History

In 1907 Western Pacific Railroad surveyed the salt desert for rail routes and station locations. The site of Wendover was selected because of the availability of water for the roundhouse, machine shops and log cabins. The water still had to be piped 25 miles from the mountains. A station town sprung up once the first trains came through in 1909, as did other stations and towns at Burmester, Tooele, Ellerbee, Delle, Dolomite, Arinosa, Barro, Clive and Salduro. Salduro (Spanish for "hard salt") was a shipping point for the potash mined by some 200 people living there. Salduro plant became unprofitable and was dismantled. It burned down in 1944.

### Historic Sites and Scenic Areas

On the National Register of Historic Places:

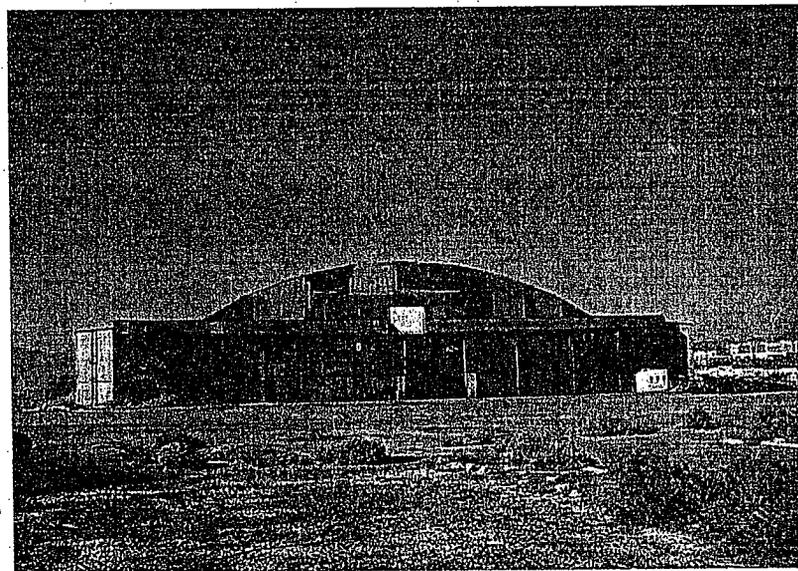
- GAPA Launch Site - Site of Ground-to-Air Pilotless Aircraft (GAPA) launches. Between June 1946 and July 1947, 38 two-stage solid rocket-propelled aerodynamic test vehicles were launched. The site is three miles east and seven miles north of Knolls and includes the launch pad and concrete blockhouse. The is the "Birthplace of U.S. Air Force Supersonic Missile Flight Test Program;"

- Bonneville Salt Flats International Race Track State Park - is considered to be unique in the world and of international importance. This unbroken salt plane was the site of several world land speed records including the 1947 400 m.p.h. record. This record was broken in 1964 on the salt flats by "Spirit of America"-- an automobile with a B-47 bomber jet engine;

- Danger Cave in Danger Cave State Historical Park - Ancient lakes covered this cave until about 12,000 years ago. This 60' wide by 120' long cave was occupied by Native peoples between 8,500 BC and the historic period. The five cultural layers revealing ancient lifestyles excavated by the University of Utah in the 1930s and 1940s; and

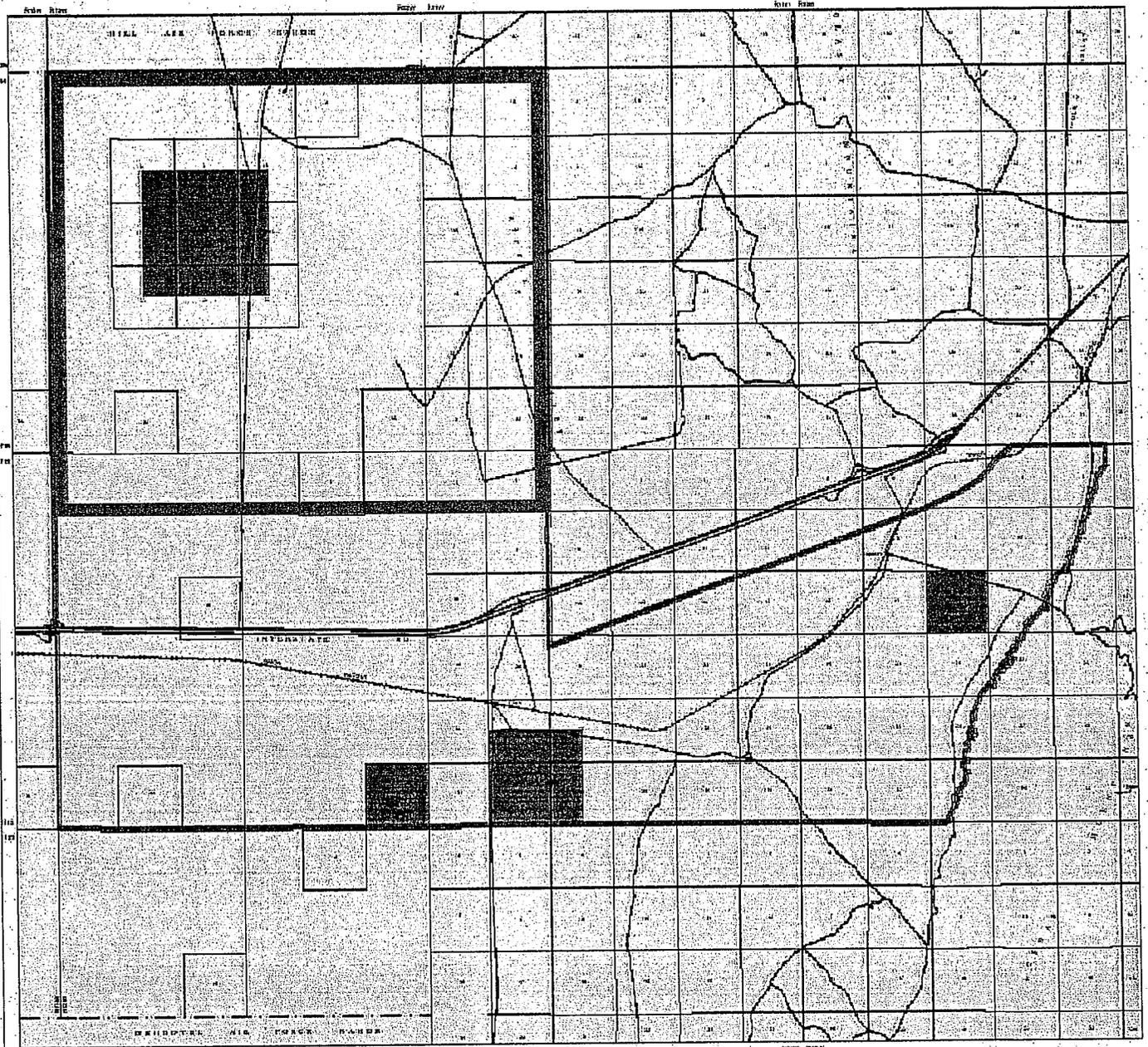
- Wendover Air Force Base - ½ mile south of Wendover, was closed in 1963. The base played its part in "ushering in the atomic age" by housing the crew of the Enola Gay which dropped atomic bombs on Hiroshima and Nagasaki in Japan in 1945. The airstrip is used locally as an airport. Efforts are underway to preserve this base and promote its history through museums and programs located there.

Please refer to the Historic Sites map at the end of Chapter Two.

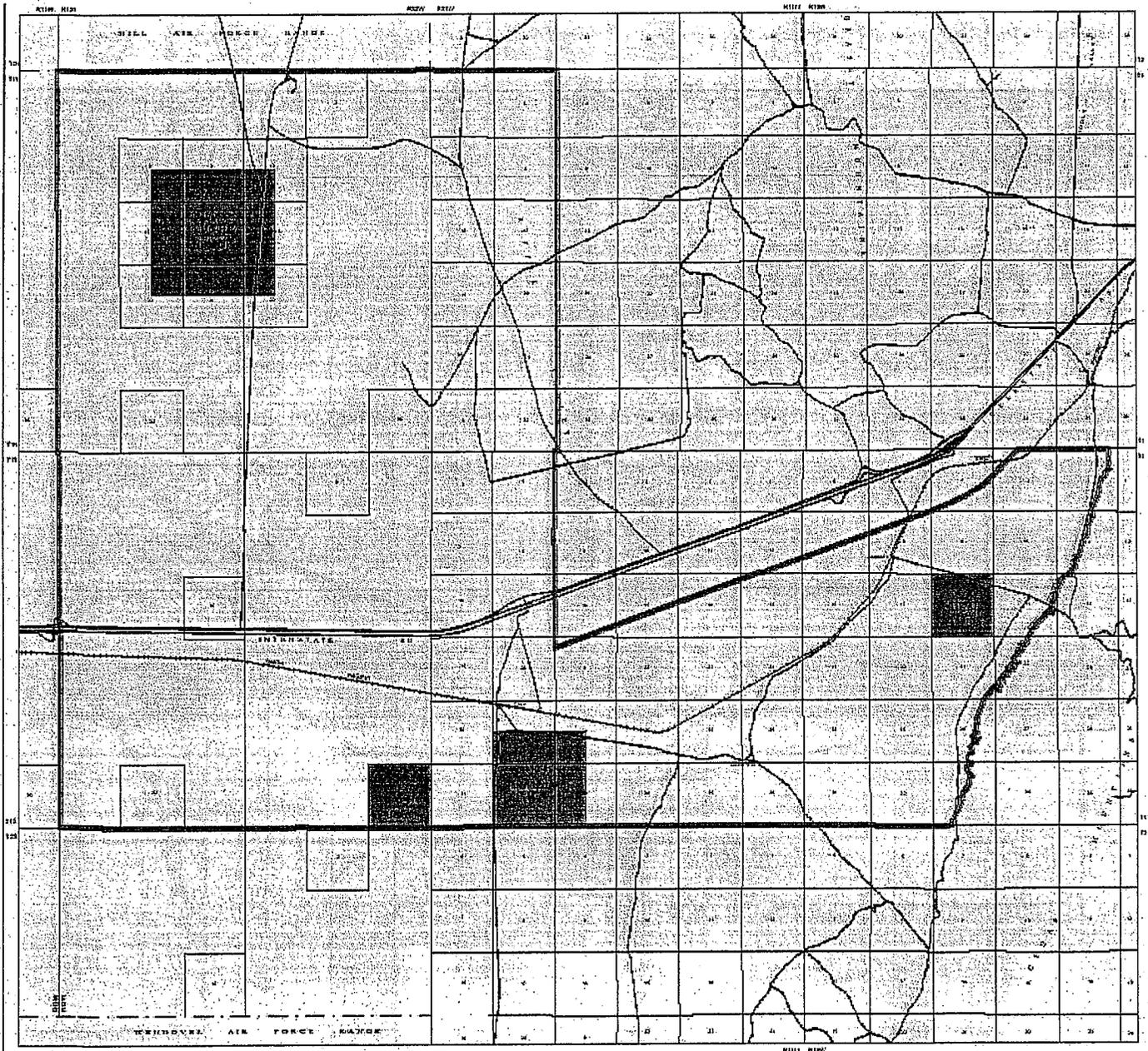




# Municipal Solid Waste Corridor West Corridor - (in green)



# Hazardous Waste Corridor (in red)



HAZARDOUS WASTE CORRIDOR

HAZARDOUS WASTE CORRIDOR

