

VALLEY CAMP OF UTAH, INC.

Scofield Route
Helper, Utah 84526

25 July 1983

4-7/007/044
Folder Co-3
Copy to Tamt,
Shannon Lynn
Wayne, (Tamt)
EV, Kam

JJM
AUG 02 1983

Mr. James W. Smith, Jr.
Coordinator of Mined Land Development
Utah State Division of Oil, Gas & Mining
4241 State Office Building
Salt Lake City, Utah 84114

RE: Truck Scale Installation
Utah No. 2 Load-out Area

Dear Mr. Smith:

Please find enclosed three (3) copies of Drawing No. A4-0058 showing the proposed location of a truck scale we are planning to install. The area to be affected is shown as shaded.

The scale will be 12 feet wide by 90 feet long, placed upon a 6 foot deep concrete pit, with 10 foot x 12 foot concrete approach aprons.

The scale will be placed in an area which has previously been disturbed and will require minimal grading and drainage work. The materials from this area may prove to be topsoil or an acceptable substitute, as that particular area has only been graded in the past, and the original valley fill has been of good quality. If the excavation provides topsoil, we would plan to use this material on new slopes created by this work, and also, use some on the Belina project. Any topsoil redistribution, wherever applied, would be in accordance with all our previously submitted proposals, i.e. six (6) inches deep, reseeded and mulched at first acceptable season or mulched for protection until next acceptable period. If more topsoil is produced than can be redistributed this year, the material will either be hauled to the topsoil storage site at the Belina Mines or stockpiled at an acceptable site at the load-out area.

The major disturbance associated with this new installation will be the construction of a new approach into the

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Load-out area from Utah Highway No. 96. All of this work will be done on highway property and the grades from the highway into the area will be in accordance with UDOT requirements. With the completion of the new approach, the existing one will be eliminated. Grades through the truck scale area are shown on the enclosed drawings.

Drainage from the scale area, for [?]the most part, will be directed to the No. 2 sediment pond. A small amount, however, from the first 75 feet of the new access road, will drain back to the highway ditch. This drainage will be filtered through straw bales before entering the bypass (highway runoff) drainage.

One new culvert will be required for the new access road and all other existing culverts will remain in place. If we leave the culvert under the existing approach in place, this would possibly provide access to the west bank of the No. 2 pond for cleaning. With additional room provided by the removal of the existing road, we might possibly enlarge the No. 2 pond. This would provide a more adequate storage capacity in anticipation of a possible increase of sediment from increased use of the scale area.

Preliminary construction has begun on this project and should be completed by August 31, 1983.

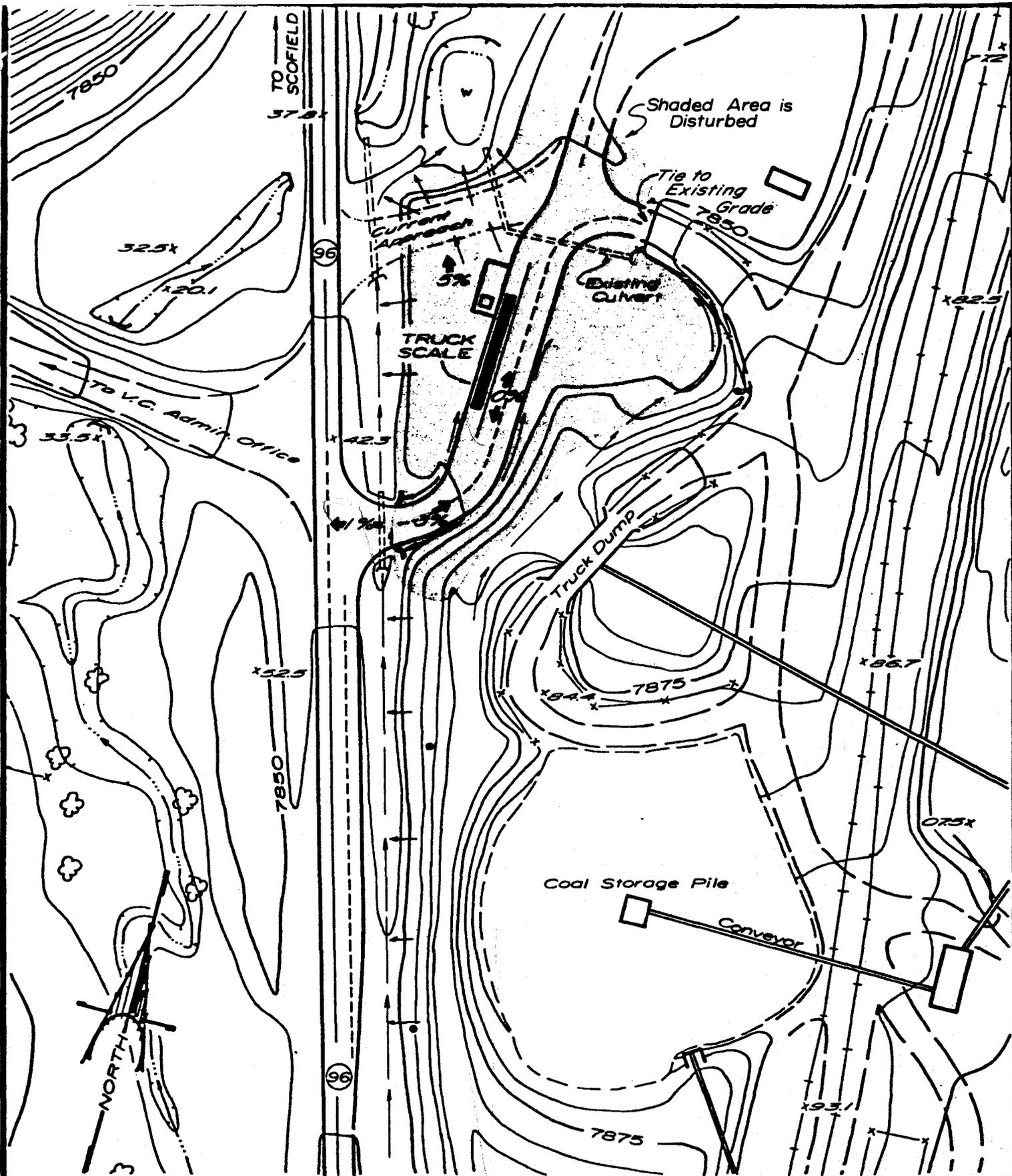
If you have comments or questions concerning this installation, please contact me.

Sincerely,

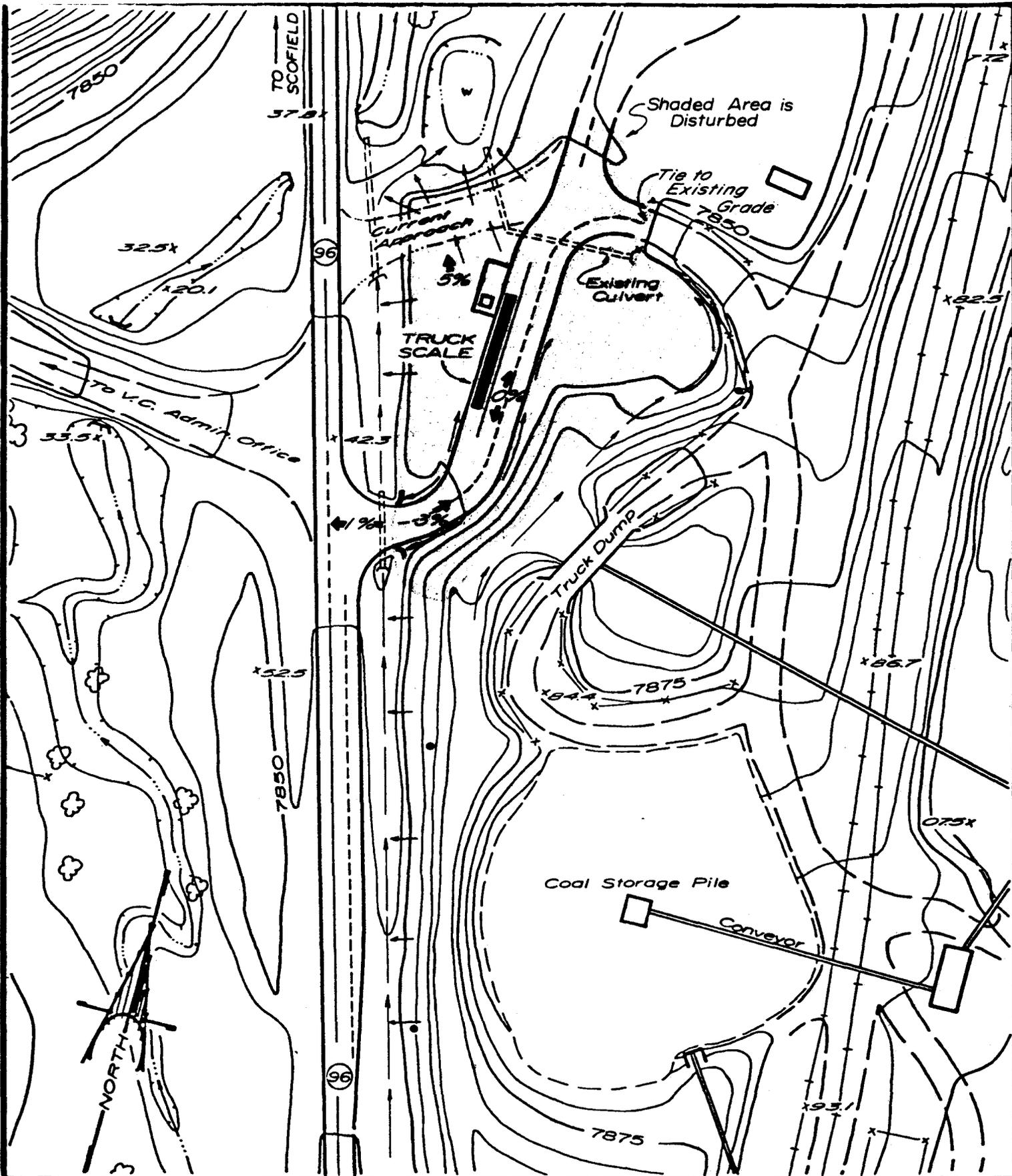


T. G. Whiteside
Chief Engineer

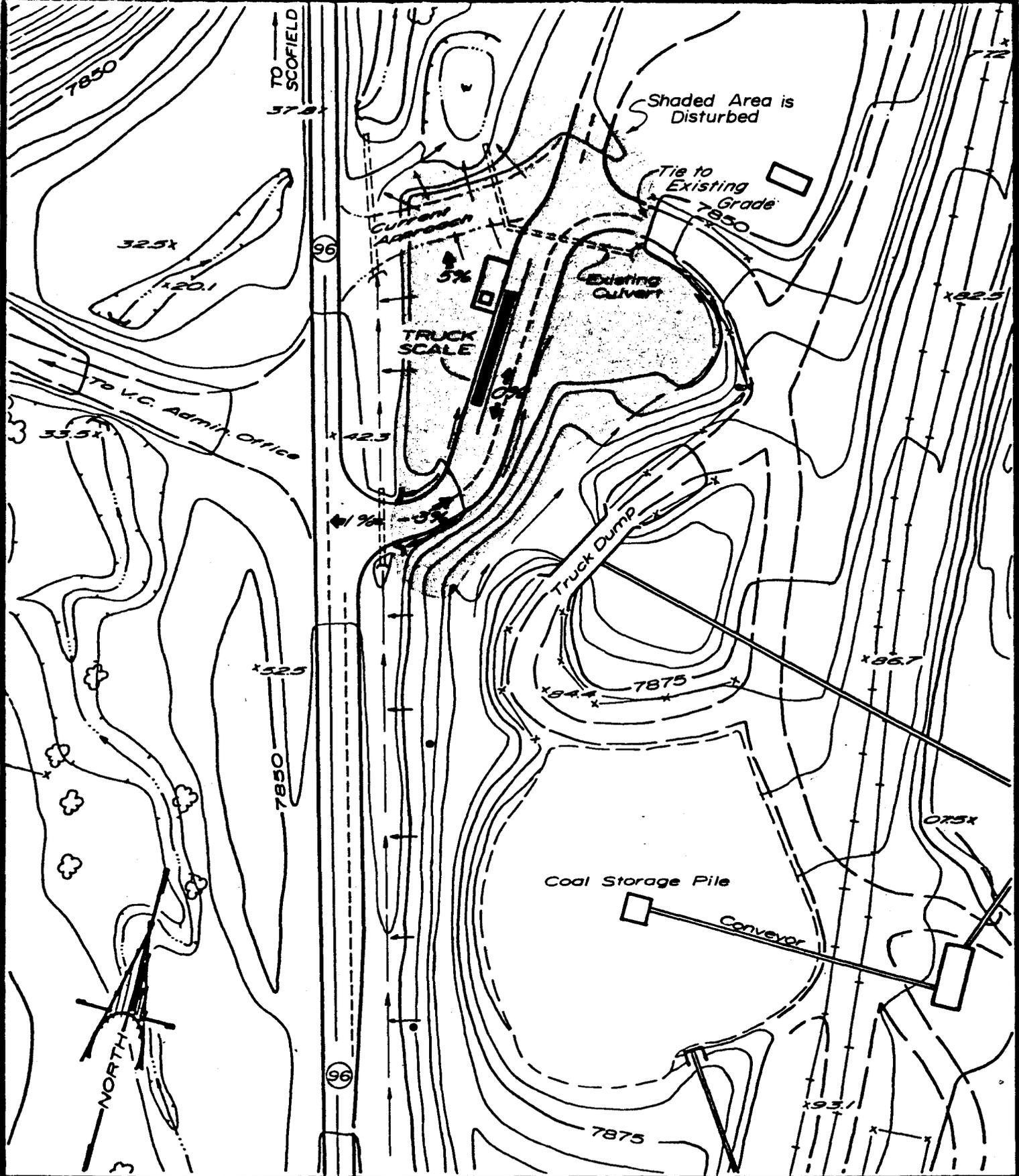
Enclosures



DRAWN BY: Ed Sanderson	DATE: July 19, 83		VALLEY CAMP of UTAH SCOFIELD ROUTE HELPER, UTAH 84526		
CHECKED BY:	DATE:				
REVISED BY:	SCALE: 1" = 100'	TRUCK SCALE LOCATION & DRAINAGE --- UTAH NO. 2			
APPROVAL ENG:					
APPROVAL SAFETY:					
APPROVAL MINE:					
		DRAWING NO. A4-0058	REV. NO. 0		



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DRAWN BY: Ed Sanderson	DATE: July 19, 83		VALLEY CAMP of UTAH	
CHECKED BY:	DATE:		SCOFIELD ROUTE	
REVISED BY:	SCALE: 1" = 100'	HELPER, UTAH 84526		
APPROVAL ENG.:	TITLE: TRUCK SCALE LOCATION & DRAINAGE --- UTAH NO. 2	DRAWING NO. A4-0058	REV. NO. 0	
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APPROVAL MINE:				