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Canyon Fuel Company, LLC
Skyline Mines
HC 35 Box 380
Helper, Utah 84526
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INCOMING
C0070005

July 8, 2005

D. Wayne Hedberg
Permit Supervisor
Utah Division of Oil, Gas and Mining
1594 West North Temple, Suite 1210
Salt Lake City, Utah 84114-5801

RE: Memorandum discussing South Fork Road Reclamation, Canyon Fuel Company, LLC, Skyline Mine, C/007/005

Dear Mr. Hedberg:

Please find attached to this letter a memorandum discussing additional reclamation on the South Fork portal access road. The information has previously been distributed electronically to both Division (DOGM) and U.S. Forest Service (USFS) personnel. The information is being submitted in hard copy based on Ms. Priscilla Burton's request. The information is not intended to be incorporated into the M&RP; it is being submitted for record-purposes only.

Both DOGM and USFS personnel will be notified of the start-date of the work as soon as it is scheduled. If you have any questions, please call me at (435) 448-2636.

Sincerely,

Gregg A. Galecki
Canyon Fuel Company, LLC
Environmental Engineer – Skyline Mine

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DIV. OF OIL, GAS & MINING



Canyon Fuel Company, LLC
Skyline Mines

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June 16, 2005

Final Revision: July 5, 2005

Memorandum

TO: Canyon Fuel Company (CFC) / DOGM / US Forest Service (USFS) Personnel

FR: Gregg Galecki, CFC

RE: South Fork Eccles Creek Reclamation

The following is a summary of the field investigation that was conducted jointly by CFC, DOGM, and USFS personnel on June 16, 2005. Representatives included Gregg Galecki (CFC), Priscilla Burton (DOGM), Dana Dean (DOGM), Steve Christensen (DOGM), Dale Harber (USFS), and Mike Smith (USFS). The focus of the field investigation was to identify areas where Canyon Fuel Company would return to the South Fork Eccles Creek Portal area and conduct additional reclamation work. It was agreed upon during a June 7, 2005, meeting that Canyon Fuel Company would conduct additional work along a pre-existing drill road accessing the reclaimed South Fork Portal area.

Prior to the June 16, 2005 visit, CFC personnel measured the distance of the proposed new area of disturbance. The proposed work along the former drill road runs approximately 1,000 linear feet, with approximately 48 feet of additional disturbance that will occur at the southwestern end of the former drill road to obtain topsoil to be used as fill. The 1,048 feet of drill road to be re-shaped begins approximately 100-feet up the road (southwest) of the former subsoil storage area as illustrated on Figure 1. Canyon Fuel Company has committed to reshaping and attempt to minimize the existing cut-slopes over the entire 1,000-foot length.

During the June 16, 2005 field visit, CFC, DOGM, and USFS personnel outlined and agreed upon where the toe of the slope would be cut / disturbed and where that material would be used as fill to further eliminate the footprint of the former road. The toe of the slope to be disturbed was identified by either stakes marked with flagging or remnants of silt fencing existing on the ground. In general, the toe of the slope disturbance will be extended approximately 3 to 8 feet down-slope from the existing road footprint. The amount of material to be brought upslope will depend upon existing breaks in slope, distance to creek, and existing mature vegetation. At completion of the project, the slopes will attempt to be concave and down the slope.

Due to the extent of the existing road cuts present on the pre-existing drill road, not all road cuts will be fully backfilled due to the lack of material. Portions of cut slopes

will likely remain the majority of the distance from coordinates 5+80 to 10+00, approximately a 400-foot span (Figure 1). Other smaller sections of cut slopes will likely remain, but will repair naturally with time.

During backfilling, efforts will be made to place the best topsoil last, but no specific segregation or placement will be conducted. After backfilling, the disturbed surface will be roughened using the bucket of the track hoe creating random depressions or 'pocks'. The pocking to be implemented will be more random, frequent, less of a depression than is currently seen on the site, and approximately 1-foot in depth. Silt fencing will be installed down gradient of proposed surface disturbance activities where the disturbance extends to within a few feet of the drainage, and will remain until adequate vegetation is established. Otherwise, pocking will serve as the sediment control treatment. It is anticipated a few hundred feet of silt fencing will be necessary.

Culverts will be installed at two minor drainage crossings if the equipment cannot navigate the crossing without causing damage. If possible, the drainages will be crossed only once while going in and out of the site with the track hoe, creating less of a disturbance than would be created if a culvert was installed.

Other reclamation items the USFS has requested include: 1) a small swale be installed across the reclaimed trail at approximately 8+00; 2) additional rock armoring be installed in the streambank adjacent to the reclaimed South Fork portal area where minor erosion is occurring and at the main stream crossing; and refurbish any water bars on existing USFS roads leading out of the property.