



**Skyline Mine** #4968  
Gregg A. Galecki, Environmental Engineer  
HC35, Box 380  
Helper, Utah 84526  
(435) 448-2636  
Fax (435) 448-2632

August 27, 2015

Mr. Daron R. Haddock  
Division of Oil, Gas, and Mining  
1594 West North Temple  
Salt Lake City, Utah 84114-5801

RE: Rail Loadout Updates, Clean Copies Task ID 4968, Canyon Fuel Company, LLC, Skyline Mine, C/007/0005,

Dear Daron:

Attached to this letter is pertinent information addressing modifications to the Skyline Mine M&RP to include minor improvements and maintenance items to the site. Concrete will replace asphalt west of the silos, the entrance and exit east of SR-96 will be widened, and a cement silt trap will be added to disturbed ditch DD-11 to reduce the sediment load to the sediment pond. No topsoil or subsoil needs to be relocated in these activities. Slight modifications to the bond pages were made based on Ms. Cheryl Parker's request.

Attached to this cover letter are completed C1 and C2 forms, clean pages of M&RP modifications in Section 3.2, (1) plate; and Section 4.3,. Two (2) hard copies of the information will be submitted at final approval.

If you have any questions regarding this information, please give me a call at (435) 448-2636.

Sincerely:

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

Enclosures

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# APPLICATION FOR COAL PERMIT PROCESSING

Permit Change  New Permit  Renewal  Exploration  Bond Release  Transfer

**Permittee:** Canyon Fuel Company, LLC

**Mine:** Skyline Mine

**Permit Number:** C/007/005

**Title:** Rail Loadout Updates

**Description,** Include reason for application and timing required to implement:

Addition of pavement, concrete, silt trap to Rail Loadout – Clean Copies ID 4968

**Instructions:** If you answer yes to any of the first eight (gray) questions, this application may require Public Notice publication.

- Yes  No 1. Change in the size of the Permit Area? Acres: \_\_\_\_\_ Disturbed Area: \_\_\_\_\_  increase  decrease.
- Yes  No 2. Is the application submitted as a result of a Division Order? DO# \_\_\_\_\_
- Yes  No 3. Does the application include operations outside a previously identified Cumulative Hydrologic Impact Area?
- Yes  No 4. Does the application include operations in hydrologic basins other than as currently approved?
- Yes  No 5. Does the application result from cancellation, reduction or increase of insurance or reclamation bond?
- Yes  No 6. Does the application require or include public notice publication?
- Yes  No 7. Does the application require or include ownership, control, right-of-entry, or compliance information?
- Yes  No 8. Is proposed activity within 100 feet of a public road or cemetery or 300 feet of an occupied dwelling?
- Yes  No 9. Is the application submitted as a result of a Violation? NOV # \_\_\_\_\_
- Yes  No 10. Is the application submitted as a result of other laws or regulations or policies?  
*Explain:* \_\_\_\_\_
- Yes  No 11. Does the application affect the surface landowner or change the post mining land use?
- Yes  No 12. Does the application require or include underground design or mine sequence and timing? (Modification of R2P2)
- Yes  No 13. Does the application require or include collection and reporting of any baseline information?
- Yes  No 14. Could the application have any effect on wildlife or vegetation outside the current disturbed area?
- Yes  No 15. Does the application require or include soil removal, storage or placement?
- Yes  No 16. Does the application require or include vegetation monitoring, removal or revegetation activities?
- Yes  No 17. Does the application require or include construction, modification, or removal of surface facilities?
- Yes  No 18. Does the application require or include water monitoring, sediment or drainage control measures?
- Yes  No 19. Does the application require or include certified designs, maps or calculation?
- Yes  No 20. Does the application require or include subsidence control or monitoring?
- Yes  No 21. Have reclamation costs for bonding been provided?
- Yes  No 22. Does the application involve a perennial stream, a stream buffer zone or discharges to a stream?
- Yes  No 23. Does the application affect permits issued by other agencies or permits issued to other entities?

**Information has been submitted electronically.** (These numbers include a copy for the Price Field Office)

I hereby certify that I am a responsible official of the applicant and that the information contained in this application is true and correct to the best of my information and belief in all respects with the laws of Utah in reference to commitments, undertakings, and obligations, herein.

Corey Heaps  
Print Name

Corey Heaps, GM, 8-27-15  
Sign Name, General Manager, Date

Subscribed and sworn to before me this 27 day of August, 2015

Melissa S Willden  
Notary Public

My commission Expires: 3-19, 2019  
Attest: State of Utah } ss:  
County of Carbon



**For Office Use Only:**

Assigned Tracking Number:

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Due to the severe winter conditions most of the water conveniences become iced up and are not maintained during the winter months. During the spring thaw water is directed back into the water ways as they slowly thaw out.

### Coal Storage and Load out Facilities

The enclosed coal storage, open coal storage, and the rail loadout facilities are shown in plan view on Map 3.2.1-3.

Facilities within this area consist of two 15,000-ton coal storage silos, an open coal storage area, the unloading facilities for the overland pipe conveyor (discussed in subsection 3.2.3), and a rail car load-out for unit trains. A sedimentation pond has been provided for the treatment of runoff water from the disturbed areas. A diversion channel is used to intercept runoff from the undisturbed hillside and route this water around the facilities into Eccles Creek. Due to space limitations in this area, it was necessary to divert the creek from its existing channel. This diversion was accomplished in such a manner as to mitigate any damage to the surrounding environment.

With an increase in truck traffic beginning in approximately 2009, the truck loop around the storage silos accessed from SR-96 was upgraded from gravel to asphalt to help control both dust and track-out. In 2015, areas of high traffic where asphalt deteriorated quickly were replaced with concrete. In addition, while high maintenance areas were being upgraded with concrete (approximately 123 cy), the entrances were widened to address problematic safety issues involving the turning radius and view corridors for the coal trucks exiting and entering SR-96. Sediment control for all disturbed areas within the Rail Loadout site report to the sediment pond via sheet-flow or ditches, with the exception of Alternate Sediment Control Areas (ASCAs) and Small Area Exemptions (SAEs) identified on Plate 3.2.1-3 and discussed in Section 3.2.12. The areas accessing SR-96 are considered Small Area Exemptions (SAEs) because they are part of the permit area not reporting to the sediment pond. Areas 18-22a were enlarged in 2015 (see Section 3.2.12 pages 3-69 through 3-71). Existing culverts in Areas 21 and 22 conveying SR-96 runoff were extended to accommodate the increased area of ditch covered with the expansion.

material used to construct the dam. The dam was constructed in lifts of heights which ensured maximum compaction. A spillway pipe was added during the construction of the dam. After the dam was completed, a principal emergency spillway was constructed. The pond is shown in plan view and in cross section on (Map 3.2.1-4). The pond requires only limited maintenance, i.e., sediment removal to an approved disposal site when 60% of the design sediment storage volume is exceeded. To help minimize sediment deposition into the pond, a concrete-lined sediment trap was constructed on ditch DD-11 which can be cleaned regularly with a front-end loader (see page 3-44a for design).

### 3.2.7 Signs and Markers

The Permittee has posted all signs and markers required by State of Utah and Federal requirements. Signs are constructed of durable material and are uniformly designed for high visibility and readability. All signs and markers will be maintained during operations to which they pertain and will conform to local ordinances and codes.

#### Mine and Permit Identification Signs

The Permittee has posted identification signs at the points of access to the permit area from public roads and highways. The signs state the name, business address and telephone number of the Permittee, the identification numbers of current mining and reclamation permits and other authorizations to operate in a color that will provide significant contrast to the color of the sign board and can easily be seen and read. The identification signs will be maintained in place until after release of all bonds.

#### Perimeter Markers

The perimeter of the areas affected by surface operations or mining facilities has been posted with easily identifiable markers with blue steel fence posts.

Revised 8-14-15

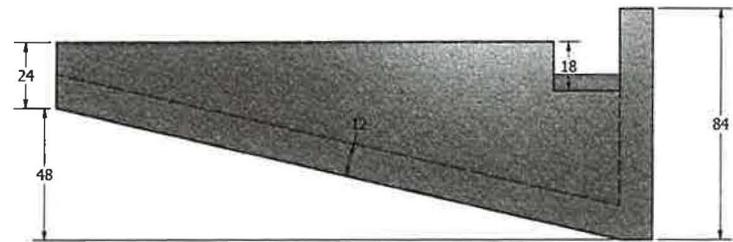
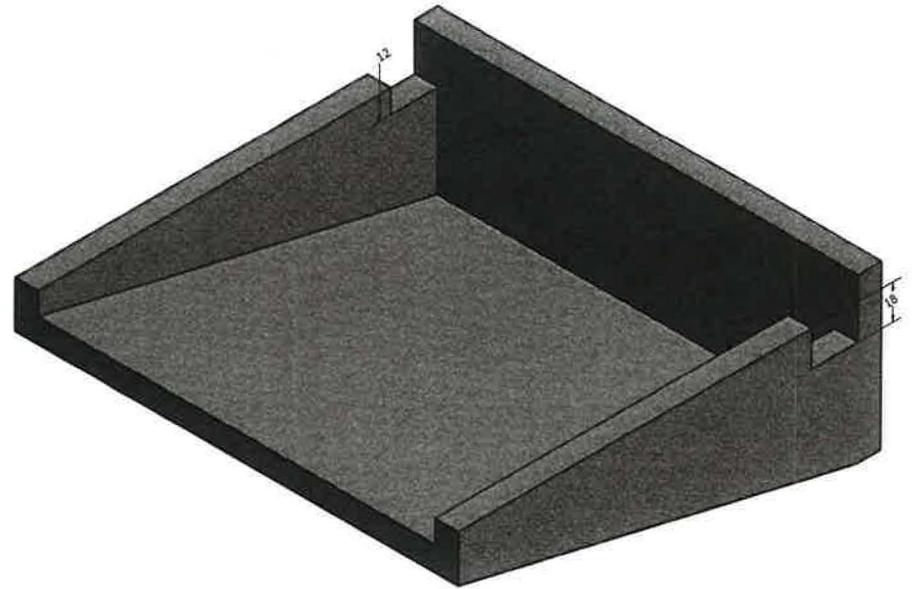
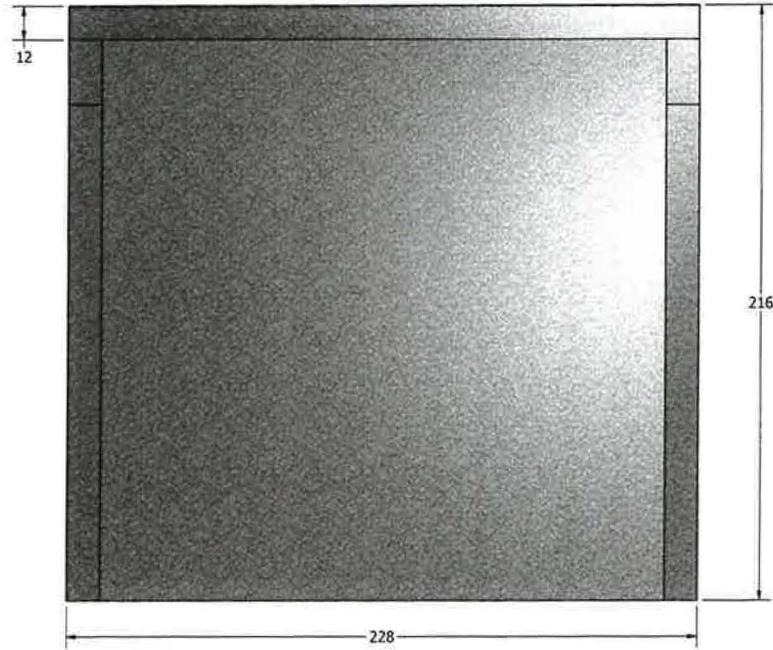
3-44



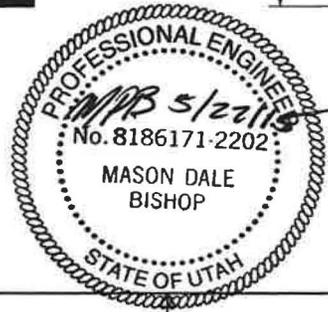
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Department of Oil, Gas & Mining



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DRAWN	TEarl	5/22/15	Skyline Mine	
CHECKED	MBishop		TITLE	
QA			Rail Load Out Sediment Trap	
MFG			SIZE	DWG NO
APPROVED			C	Page 3-44a
			SCALE	REV
				0
			SHEET 1 OF 1	

seeded and mulched, and, where needed, additional straw bales and/or silt fences, erosion mats installed to treat any runoff. Part of the area also has a collection ditch below the straw bales. Where needed, this ditch has a series of straw bales across the drainage at 15-20 foot intervals. Much of the ditch has become well grassed-in and is almost indistinguishable from the adjacent undisturbed areas and does not need any additional silt control devices as the runoff has already been treated with strawbales and/or silt fences.

**Area 16.** This area is south of the truck dump and is shown on Map No. 3.2.1-3. This area contains .61 acres and is the fill slope of the access road. The slope has been reseeded and basically has a well established cover of vegetation. The disturbance around the overland conveyor towers have been seeded and mulched, and have additional straw bales and/or silt fences, erosion mats, where needed, to treat any surface runoff. (See Area 10a)

**Area 17.** This area is south of the RLO sediment pond and is shown on Map No. 3.2.1-3. This area contains .35 acres and has been classified as an "Alternative Sediment Control Area." Much of the area has been paved. There are straw bales and/or silt fences and three small straw dikes to treat any runoff water. One of these straw dikes is on the UDOT rights-of-way of SR-96. This treatment location has been approved by UDOT (refer to UDOT letter dated 7/18/89 from L. Archie Hamilton, District Four Pre/construction Engineer, Page 3-70).

**Area 17a.** This area is adjacent to RRLO sediment ponds and is shown on Map 3.2.1-3. This area contains .15 acres and has been classified as an "Exempt Area" since it is the outslope of the sediment pond embankment.

**Areas 18.** This area is adjacent to the Railroad Loadout structure and is shown on Map No. 3.2.1-3. This area contains .1 acres and has been classified as an exempt area as the entire area is paved with concrete.

**Area 19.** This area is adjacent to the Railroad loadout structure and is shown on Map No. 3.2.1-3. This area contains .1 acres and has been classified as a Small Area Exception (SAE) as the entire area is paved with asphalt.

**Areas 20, 21, 22 AND 22a.** These areas are the highway approaches from SR-96 to the Railroad Loadout area itself (two approaches), and the area south of the loadout structure. These areas are shown on Map 3.2.1-3. Areas 21 and 22 also encompass areas 18 and 19. Areas 21/19 and 22/22a/18 contain approximately 0.1 acres and 0.20 acres, respectively and have been classified as "Special Exempt Areas." Road approach 21/19, and 22a are paved with asphalt while 22/18 -are paved with concrete to handle loaded trucks. Area 20 also contains a small straw dike to treat water from the area that is not paved and additional treatment for water leaving the paved area. All of these areas are part of the permitted area and will be reclaimed during final reclamation; however, these areas fall within the rights-of-way of SR-96 (refer to UDOT letter dated 7-18-89 from L. Archie Hamilton, District Four Pre/Construction Engineer, found in this section). The Permittee has no control over the activities of UDOT or the public who utilize these approaches; therefore, the Permittee is not responsible for the activities (other than his own) which occur on these approaches. In 2015 Areas 21 and 22 increased in size to accommodate increased truck traffic; both to accommodate the turning radius of larger trucks and to have a better field of view leaving the site.

**Area 23.** This area is the South Fork Breakout Area and is shown on Map No. 3.2.11-1. This area contains .96 acres (see Areas 32 and 33 which are classified as exempt areas). The South Fork Breakout Area was reclaimed in 2003 and the access trail was completely reclaimed in 2005 and is considered a Small Area Exemption. All existing silt fencing was removed, with the exception of temporary silt fencing that was used during reclamation construction. Extreme surface roughening or >deep gouging= was used as the form of sediment control until vegetation is established. Figure 3.2.11-1 will be modified to reflect these changes once the area is flown to establish the reclamation topography.

**Area 24.** The access road to the Scofield Waste Rock Disposal Site is shown on Map No. 3.2.8-1. It contains 3.45 acres and is classified as a "Primary Access Road".

**Area 24a.** A small area of .1 acre was disturbed adjacent to the Scofield Waste Rock access road. This area has been reseeded and is becoming well re-vegetated. Any runoff water leaving this area enters the roadside drainage. A Sed-Cad model program has been done for this area which demonstrated that alternate sedimented control measurers are not needed. This area is therefore classified as an exempt area. (See Vol. 5 Sec. 21 and 21 (a))

**Area 25.** This area goes from overland conveyor bent 155 to bent 154a, shown on Map 3.2.3-3a. This area is permitted but has no disturbance within it. The overland conveyor does span across this area.

Revised: 8-14-15

3-71

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## Bonding Calculations

### Direct Costs

Subtotal Demolition and Removal	\$2,141,278
Subtotal Backfilling and Grading	\$1,597,728
Subtotal Revegetation	\$425,908
<b>Direct Costs Subtotal</b>	<b>\$4,164,914</b>

### Indirect Costs

Mob/Demob	\$416,259	10.0%
Contingency	\$208,130	5.0%
Engineering Redesign	\$104,065	2.5%
Main Office Expense	\$283,056	6.8%
Project Management Fee	\$104,065	2.5%
<b>Subtotal Indirect Costs</b>	<b>\$1,115,575</b>	<b>26.8%</b>

<b>Total Cost 2014</b>	<b>\$5,280,489</b>
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Escalation factor	5
Number of years	0.019
Escalation	\$521,075
Reclamation Cost Escalated	\$5,801,564

<b>Reclamation Bond Amount (rounded to nearest \$1,000) 2019 Dollars</b>	<b>\$5,802,000</b>
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Posted Bond March 18, 2015	\$5,799,000
Difference Between Cost Estimate and Bond	-\$3,000
Percent Difference	0%

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Ref.	Description	Materials	Means Reference Number	Unit Cost	Unit	Length	Width	Height	Diameter	Area	Volume	Weight	Density	Time	Number	Unit	Swell Factor	Quantity	Unit	Cost	
<b>Concrete Lined Ditch 27</b>																					
	Structure's Demolition Cost																				
	Structure's Vol. Demolished																				
	Rubble's Weight (exclude steel)																				
	Truck's Capacity																				
	Haulage																				
	Transportation Cost Non Steel Truck																				
	Transportation Cost Non Steel Drive																				
	Disposal Cost Non Steel																				
	Steel's Weight																				
	Truck's Capacity																				
	Haulage																				
	Transportation Cost Steel Truck																				
	Transportation Cost Steel Truck Drive																				
	Disposal Cost Steel																				
	<b>Subtotal</b>																				
	Silt Trap at Rail Loadout																				
	Equipment's Disposal Cost																				
	Dismantling Cost	Concrete Demo <15-inches thick	Nelson '14	13.75	/CY	17	17	5			17							17	CY	234	
	Equipment's Vol. Demolished																				
	Loading Costs	Front end Loader 3 CY	31 23 16 42 1300	1.67	/CY						17						1.3	22.1	CY	37	
	Transport Costs	12 CY (16 Ton) Dump Truck 6 mi. rd. trip	31 23 23 20 1014	2.95	/CY						17							22.1	CY	65	
	Disposal Costs	On site disposal	02 41 16 17 4200	8.65	/CY						17							22.1	CY	191	
	<b>Subtotal</b>																			<b>527</b>	
	Concrete Demolition																				
	Demolition Cost	Concrete Demo <15-inches thick	Nelson '14	13.75	/CY														21	SF	289
	Concrete's Vol. Demolished																	1.3	27	CY	
	Loading Cost	Front end Loader 3 CY	31 23 16 42 1300	1.67	/CY														27	CY	45
	Transportation Cost	12 CY (16 Ton) Dump Truck 1/2 mi. rd. trip	31 23 23 20 1014	2.95	/CY														27	CY	80
	Disposal Costs	On site disposal	02 41 16 17 4200	8.65	/CY														27	CY	234
	<b>Subtotal</b>																			<b>648</b>	
	<b>Total</b>																			<b>1175</b>	

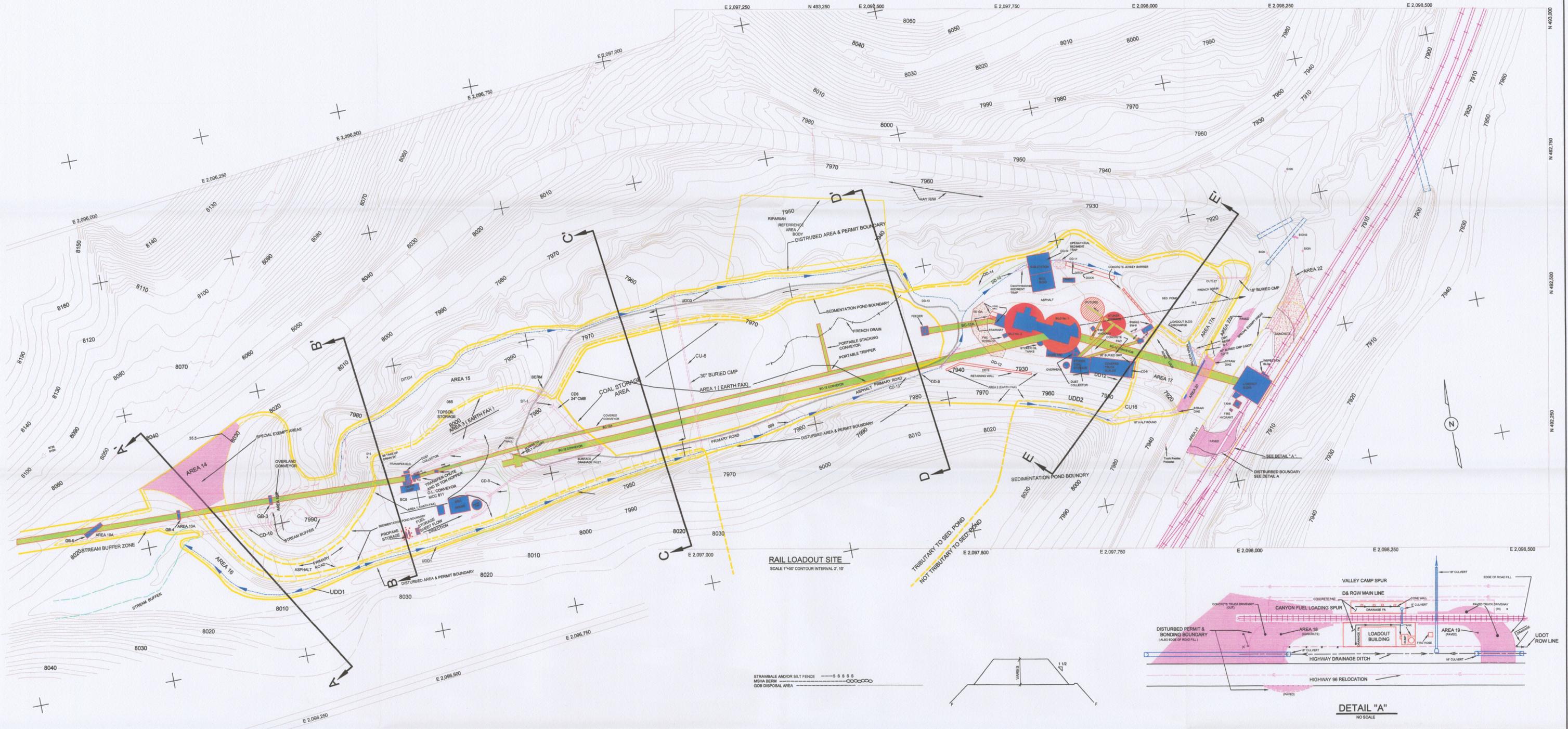
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Ref.	Description	Materials	Items Reference Number	Unit Cost	Unit	Length	Width	Height	Diameter	Area	Volume	Weight	Density	Face	Number	Unit	Swell Factor	Quantity	Unit	Cost	
	<b>Pavement Rail Loadout 34</b>																				
	Structure's Demolition Cost																				
	Structure's Vol. Demolished																				
	Rubble's Weight (exclude steel)																				
	Truck's Capacity																				
	Haulage																				
	Transportation Cost Non Steel Truck																				
	Transportation Cost Non Steel Drive																				
	Disposal Cost Non Steel																				
	Steel's Weight																				
	Truck's Capacity																				
	Haulage																				
	Transportation Cost Steel Truck																				
	Transportation Cost Steel Truck Drive																				
	Disposal Cost Steel																				
	<b>Subtotal</b>																				
	West of Silos - on turn	Concrete road west of silos																			
	Concrete Demolition	Pavement Removal 8"																			
	Structure's Demolition Cost	Concrete Demo <15-inches thick	Local cost	13.75	/CY	150	33.5	0.66			123					YD		123	/CY	1691	
	Concrete's Vol. Demolished																				
	Loading Cost	Front end Loader 3 CY	31 23 16 42 1300	1.67	/CY						123					YD	1.3	159.9	/CY	267	
	Transportation Cost	12 CY (16 Ton) Dump Truck 6 mi. rd. trip	31 23 23 20 1014	2.95	/CY						123					YD		159.9	/CY	472	
	Disposal Costs	On site disposal	02 41 16 17 4200	8.65	/CY						123					YD		159.9	/CY	1383	
	<b>Subtotal</b>																			<b>3813</b>	
	Concrete Demolition	Pavement Removal 3"																			
	Demolition Cost	Concrete Demo <15-inches thick	Nelson 14	13.75	/CY					4727	4					CY		5	CY	69	
	Concrete's Vol. Demolished		0	0				0.66								YD	1.3	7	/CY		
	Loading Cost	Front end Loader 3 CY	31 23 16 42 1300	1.67	/CY													7	/CY	12	
	Transportation Cost	12 CY (16 Ton) Dump Truck 1/2 mi. rd. trip	31 23 23 20 1014	2.95	/CY													7	/CY	21	
	Disposal Costs	On site disposal	02 41 16 17 4200	8.65	/CY													7	/CY	61	
	<b>Subtotal</b>																			<b>163</b>	
	Concrete Demolition	Pavement Removal 3"																			
	Demolition Cost	Disposal at approved facility																			
	Concrete's Vol. Demolished																				
	Loading Cost	Front end loader 3CY		4.81	/CY														142	/CY	685
	Transportation Cost																				
	Disposal Costs			40	TON						15371		0.61			Ton		67	Ton	3045	
	<b>Subtotal</b>																			<b>3730</b>	
	Paving From W entrance to Silos	Pavement Removal - 5" entire length	02 41 13 1705050	9.4	SY						4592								4592	SY	43165
	Asphalt Demolition																				
	Concrete's Vol. Demolished																				
	Loading Cost	Front end loader 3CY	31 23 16 42 1300	1.67	/CY														241	/CY	402
	Transportation Cost																				
	Disposal Costs	Disposal at approved facility		40	TON							579	1.35			ton		781.65	Tons	31266	
	<b>Subtotal</b>																			<b>74833</b>	
	<b>Total</b>																			<b>82539</b>	

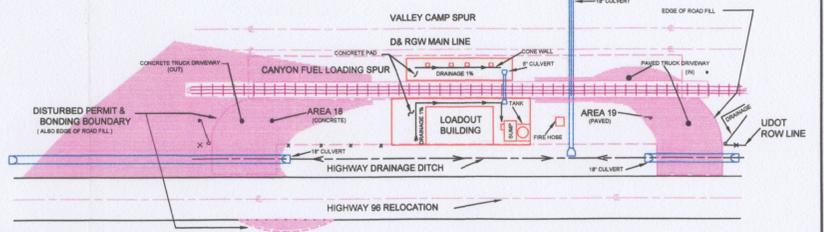
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**RAIL LOADOUT SITE**  
SCALE 1"=50' CONTOUR INTERVAL 2', 10'



**DETAIL "A"**  
NO SCALE



**LEGEND**

DISTURBED AREA BOUNDARY (AREA WITHIN WHICH RECLAMATION MUST TAKE PLACE)	---
ALTERNATIVE SEDIMENT CONTROL AREA (SEDIMENT CONTROLLED WITH STRAW BALES OR OTHER TECHNIQUES)	---
DRAINAGE DITCH OR PATH	---
FRENCH DRAIN	---
AREA TRIBUTARY TO SEDIMENTATION POND	---
SPECIAL EXEMPT AREAS	---
BEGINNING OR END OF DITCH	---
DITCH SLOPE CHANGE	---

- NOTES**
- SEE DRAWINGS 4. 4.2-1C AND 4.4.2-1D FOR THE RECLAMATION PLAN AND CROSS SECTIONS.
  - THE DISTURBED AREA ON THIS MAP IS 13.82 ACRES.
  - AREAS THAT WERE USED IN THE SEPT. 1984 EARTH FAX ENGINEERING STUDY WHICH DEFINES THE REQUIRED SEDIMENTATION POND VOLUME AND RETENTION TIME ARE SHOWN ABOVE WITH ARROWS DEFINING THE AREA BOUNDARIES.
  - NUMEROUS DEVICES SUCH AS PAVEMENT, TEMPORARY DRAINAGE AND GRADING CONTROLS, WHICH ARE NOT SHOWN ON THIS DRAWING ARE USED AS NECESSARY TO DIRECT RUNOFF TO THE PERMANENT DIVERSION FACILITIES SHOWN ABOVE.

NO.	DATE	REVISION	BY	APP'D
1	8-25-89	MINOR CHANGES TO LEGEND AND SPEC. EXEMPT AREAS	...	...
2	9-20-89	EARTH FAX STUDY AREAS ADDED	...	...
3	11-19-89	NOTE ADDED: TEMP DRAINAGE REMOVED	...	...
4	11-27-89	MINOR CHANGES TO NOTES AND DITCHES	...	...
5	4-11-90	MINOR CHANGES TO AREA 30	...	...
6	1-30-90	ADDED TEMP TRUCK REPAIR BLDG & STORAGE AREA	...	...
7	7-29-91	UPDATED SURFACE FACILITIES	...	...
8	9-24-91	UPDATED SURFACE FACILITIES	...	...
9	10-11-91	ADD OVERLAND CONVEYOR	...	...
10	12-4-91	ADDED OVERLAND CONVEYOR	...	...
11	4-14-92	UPDATE SURFACE FACILITIES	...	...
12	4-23-92	CHANGE PERMIT BOUNDARY	...	...
13	6-10-92	ADDED OVERLAND CONVEYOR INFO AND UPDATED BC-13A INFO	...	...
14	7-7-92	CHANGE CD-8 & D09 ELIMINATED CD-7 & CD-4	...	...
15	8-2-92	ADDED MINOR CONDUIT, B&S, D&S CONCRETE CHANNEL, SEDIMENT TRAP, COAL STORAGE	...	...
16	8-15-92	BINDERY OF GOB DISPOSAL AREA ADDED	...	...
17	9-25-92	ADDED RIPARIAN REFERENCE AREA	...	...
18	4-23-93	ADDED PERMIT AREA, DD-13, 13A, 14, ENLARGED SEDIMENT POND	...	...
19	8-3-93	ADD CD-13, DIRT BERM, CHANGED COAL BINDERY	...	...
20	9-29-93	ADDED CD-14	...	...
21	10-21-93	ADDED CD-4 EXTENSION AND SEDIMENT TRAP -1	...	...
22	2-2-94	ADD BC-13 CONVEYOR	...	...
23	12-1-94	ADD PRIMARY ROAD LOCATION	...	...
24	7-17-96	ADD CONCRETE PAD AND DD-15	...	...
25	12-9-97	EXTENDED DD-15	...	...
26	8-3-99	ADDED ASPHALT AROUND SILOS	...	...
27	8-28-10	ADDED ASPHALT AND CONCRETE TO RAILROAD ENTRANCE AND SR95	...	...
28	10-10-13	REMOVED NON-FUNCTIONING SILT FENCE BY LOADOUT BUILDING	...	...
29	10-20-14	IMPROVED ROAD FROM UNDER PAVED TO SILT / ADDED ASPHALT FROM WEST ENTRANCE TO SILT	...	...
30	8-14-15	ADDED ASPHALT & CONCRETE TO RAILROAD ENTRANCE AND SR95, ADDED ASPHALT TO SR95, ADDED ASPHALT TO SR95	...	...

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DATE: 7-28-15  
BY: K. ZOBEL, W. SHEVER, J. BISHOP  
CHECKED BY: A. GUYMON, TCH 7-28-15  
DESIGNED BY: KLU 7-28-15  
DRAWN BY: KLU 7-28-15  
DATE: 07-19-2015  
SCALE: 1" = 50' HORIZONTAL, 1" = 10' VERTICAL

**LOADOUT FACILITIES DRAINAGE AND PERMIT BOUNDARY MAP**  
No. 8156171 2200  
MASON DALE ENGINEERING  
Canyon Fuel Company, LLC  
Skyline Mines