0064

Mine File
D.W. Hedberg

KAISER COAL

KAISER COAL CORPORATION
Sunnyside Coal Mines
P.O. Box D
Sunnyside, Utah 84539
Telephone (801) 888-4421

July 26, 1985

RECEIVED
JUL 26 1985
DIVISION OF OIL
GAS & MINING

D. Wayne Hedberg
Division of Oil, Gas & Mining
355 West North Temple
3 Triad Center, Suite 350
Salt Lake City, Utah 84180-1203

ACT/007/007
#3

RE: Class One Haul Road Plans

Dear Mr. Hedberg:

Please find enclosed two copies of the Class One Haul Road plans. These plans have been revised from previous submissions.

Sincerely yours,

Douglas C Pearce

Douglas C Pearce
Mine Engineer

APPENDIX III-11

CLASS I HAUL ROAD

The haul road is used to transport coal from the stockpile to road U-123. The plans to upgrade the road from Class II to Class I standards are found on Plate EEOG-090-2 and EEOG-090-3.

Construction of the present Class II road was pre-law. Vegatation and topsoil were not removed before construction. There were no requirements to save topsoil at that time.

Sediment control will be provided by the installation of silt fences, ditches and stabilization of slopes by planting vegetation on fill slopes. Silt fence installation will be done in accordance with Plate III-34 at the locations indicated on Plate EEOG-090-2. Ditches will be constructed as shown on Plate EEOG-090-3 and at locations indicated on Plate EEOG-090-2. the need for erosion control protection will be monitored by the plan presented in Section 3.4.3.2 of the permit application. When errosion control is required, mitigation will be provided as indicated in Section 3.4.3.2.

Construction standards are as follows:

(a) Vertical Alignment - The maximum slope is 9.26 percent.

(b) Horizontal Alignment - A minimum radius of 50 feet for existing curvature as shown on Plate EEOG-090-2.

(c) Road Side Slopes - Fill slopes will be constructed to the standards as shown on Plate EEOG-090-3.

(d) Design and construction is and will be certified by a qualified, registered professional engineer.

Compaction for the new road surfaces (over the existing road base) will be accomplished by the following procedure. The area beneath the road template will be plowed and then compacted to a minimum of the 90 percent of the maximum density obtained by compaction tests (T-99). The compaction will be obtained by a vibratory sheepfoot roller and by applying water if required to reach optimum moisture. The road sub-base (over the existing road base) will be constructed in 12-inch lifts which will be

compacted by a vibratory sheepfoot roller and the necessary water being added, when required, by a water truck. There will be approximately 1,704 cubic yards that will be used in the base. Tests run on the material indicate that optimum moisture is 12.3 percent.

A factor of safety has not been calculated for this short length of road. The following observations are made: The angle of repose of the borrow matierial has been observed as approximately 0.50v:1h. The fill slopes will be constructed on a 1v:2h which is considerably flatter. Material from the borrow area has been used for road construction around the mine in years past and no failure of slopes have been observed on 1v:1h slopes. It is standard practice to construct major road embankments out of material such as the borrow area provides, many on higher embankments with steeper slopes which are functioning as they should.

Gravel will be used to surface the road. The gravel will be compacted to 95 percent of the maximum density obtained by compaction tests (T-99). Soil samples have been tested and the California bearing ratio (C.B.R.) value indicates that 13.5 inches would be adequate. The road will be constructed with 16 inches of gravel as shown of Plate EEOG-090-3.

The borrow material used for fill will come from an approved borrow source approximately one mile south of the site (see Plate III-1 for location). The borrow material will be hauled by trucks or/and scrapers and deposited on the road in 12-inch layers.

Reclamation of the area will be completed in accordance with Section 3.5 of the permit application.

The road will be maintained as to provide for a reasonable running surface for truck traffic. When the road becomes corrugated and major pot holes start appearing, the road will be bladed to provide for a smooth running surface again. Gravel will be replaced as it is worn off by snow removal and truck traffic.

C

DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

REPLY TO
ATTENTION OF

March 19, 1985

Regulatory Section (N1482078)

Mr. Lynn Huntsman
Kaiser Steel
Sunnside Mine
Sunnyside, Utah 84539

Dear Mr. Huntsman:

This is in reference to a meeting with Mr. Joe Shoemaker of Empire Engineering and Land Surveying on March 11, 1985. The meeting concerned installation of a 96-inch culvert in Grassy Trail Creek to replace a bridge that washed out during high stream flows in 1983 and 1984. The site is located near Sunnyside, within Section 6, Township 14 North, Range 14 East, Carbon County, Utah.

A nationwide permit has been issued which allows placing of dredged or fill material associated with minor road crossings where the total fill placed below ordinary high water elevation, including all attendant features, is less than 200 cubic yards. After reviewing your project description, we have determined that your culvert installation can be constructed under this authority provided the work meets the conditions listed on the attached information sheet.

If you have any questions, please contact Mr. Robert Kramer of our Salt Lake City Regulatory Office, phone (801) 524-6015.

Sincerely,

Art Champ
Chief, Regulatory Section

Attachment

Copies Furnished: without Attachment

Mr. Joe Shoemaker, Empire Engineering and Land Surveying, 86 North 200 East Street, Price, Utah 84501
Mr. Don Hilden, Utah Water Pollution Control, Post Office Box 2500, Salt Lake City, Utah 84110-2500
Mr. Bob Freeman, U.S. Fish and Wildlife Service, Administration Building, Room 2060, 1745 West 1700 South, Salt Lake City, Utah 84104-5110
Mr. Bob Mairley, Environmental Protection Water Programs Division (*WM-SP), 1860 Lincoln Street, Denver, Colorado 80295

WESTERN ENGINEERS, INC. SINCE 1952
CONSULTING ENGINEERS / LAND SURVEYORS
2150 Hwy 6 & 50, Grand Junction, CO 81501 • 303/242-5202

April 4, 1985

Empire Engineering
86 North 200 East
Price, Utah 83401

Gentlemen:

Attached is a copy of the results of a California Bearing Ration Test run on a soil sample furnished by you on or about March 18, 1985, and delivered to our laboratory by Stan Schweissing of Western Engineers.

If you have any questions, please call.

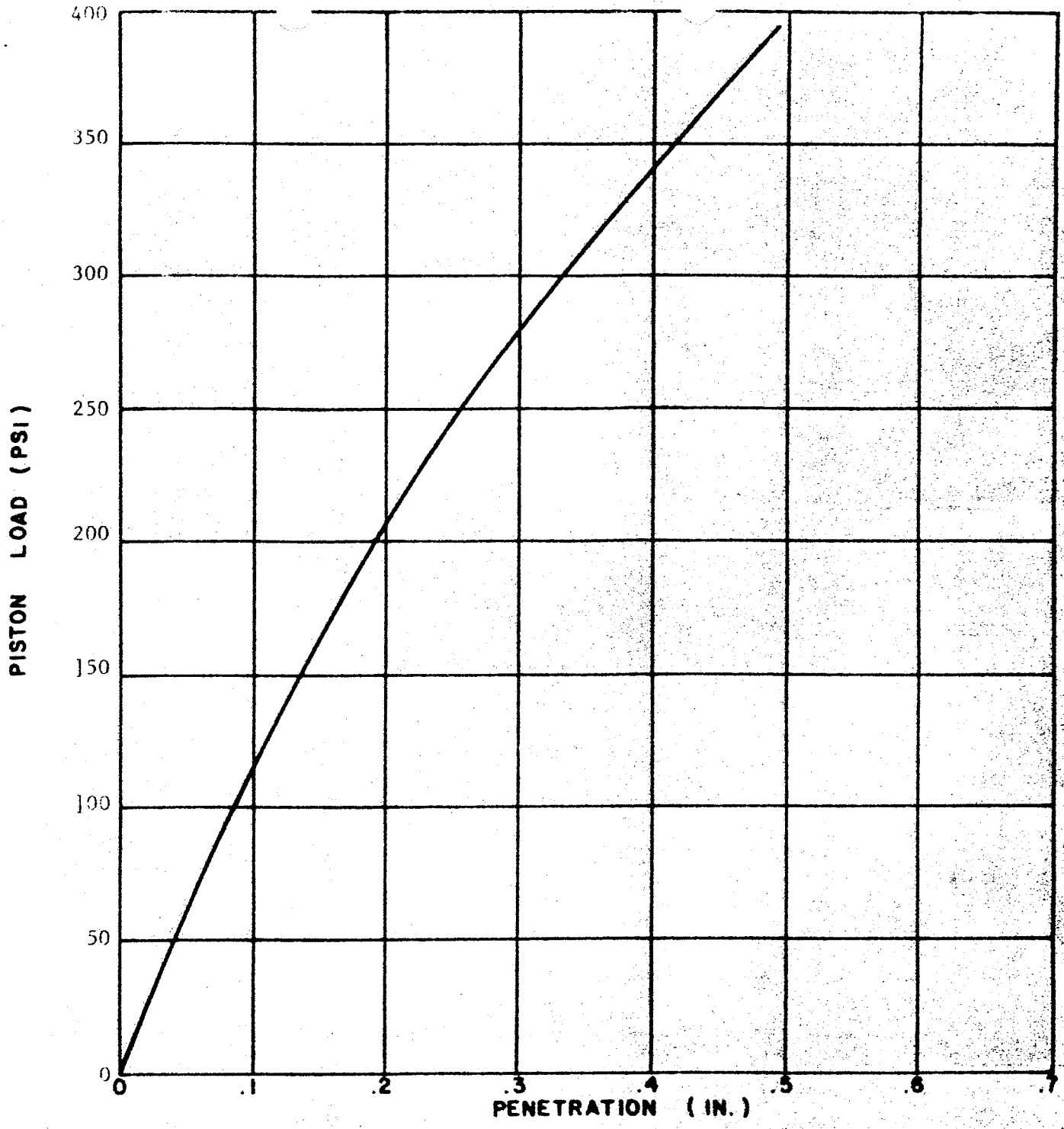
Very truly yours,

WESTERN ENGINEERS, INC.

Ron Huff

Ron Huff
Lab Director

RH/sr



SAMPLE: Dark brown silty sand
DENSITY: 95%± ASTM D698 (112.5 at 12.3%)
CBR .1" PEN.: 12.0
CBR .2" PEN.: 13.8
BEFORE SOAKING:
- **MOISTURE CONTENT:** 12.8
- **DRY UNIT WEIGHT:** 107.3

AFTER SOAKING:
- **MOISTURE CONTENT, TOP 1":** 16.1
- **AVG. MOISTURE CONTENT:** 15.8
- **SWELL:** 0%

SURCHARGE WEIGHT: 20 lb.

CALIFORNIA BEARING RATIO
(ASTM D-1883)

PLATE

WESTERN

DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

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N1482

INFORMATION SHEET
NATIONWIDE GENERAL PERMIT FOR MINOR ROAD CROSSING FILLS

A nationwide permit is a Department of the Army permit that is issued on a nationwide basis for specific category of activites that are substantially similar and cause minimal environmental impacts. Nationwide permits are designed to allow the work to occur with little delay or paperwork. They are issued to satisfy the requirements of both Section 10 of the River and Harbor Act of 1899 and Section 404 of the Clean Water Act, unless otherwise stated. No permit application is required for an activity covered by a nationwide permit.

The Corps of Engineers has issued a nationwide general permit for minor road crossing fills including all attendant features both temporary and permanent that are part of a single and complete project for crossing of a non-tidal waterbody, provided that the crossing is culverted, bridged or otherwise designed to prevent the restriction of and to withstand expected high flows and provided further that discharges into any wetlands adjacent to the waterbody do not extend beyond 100 feet on either side of the ordinary high water mark of that waterbody. A "minor road crossing fill" is defined as a crossing that involves the discharge of less than 200 cubic yards of fill material below the plane of ordinary high water.

The following special conditions must be followed in order for this nationwide permit to be valid:

1. That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

2. That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting authorized by Paragraph (a)(4) of this section.

3. That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agency's responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal Agency must consult with the Fish and Wildlife Service and/or National Marine Fisheries Service;

4. That the activity will not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless the primary purpose of the fill is to impound water);

5. That any discharge of dredged or fill material will consist of suitable material free from toxic pollutants in toxic amounts;

6. That any structure or fill authorized will be properly maintained;

7. That the activity will not occur in a component of the National Wild and Scenic River System; and

8. That the activity will not cause an unacceptable interference with navigation.

In addition to the conditions specified above, the following management practices should be followed, to the maximum extent practicable, in the discnarge of dredged or fill material under nationwide permits in order to minimize the adverse affects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the district engineer to recommend that the division engineer take discretionary authority to regulate the activity on an individual basis:

1. Discharges of dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

2. Discharges in spawning areas during spawning seasons shall be avoided.

3. Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters or the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

4. If the discharge in wetlands creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow, shall be minimized.

5. Discharge in wetlands areas shall be avoided.

6. Heavy equipment working in wetlands shall be placed on mats.

7. Discharges into breeding areas for migratory waterfowl shall be avoided.

8. All temporary fills shall be removed in their entirety.

If the above conditions cannot be met, the work will have to be authorized by an individual or general permit issued by the district engineer.

If you have any questions, or need additional information concerning the nationwide general permit, please contact our Regulatory Section, at Room _____, or telephone _____.

UTAH DEPARTMENT OF TRANSPORTATION

R-226 (Rev. 1/77)
HIGHWAY RIGHT-OF-WAY
ENCROACHMENT

PERMIT

18629

District No. 4 Date March 15, 1985 Application of Kaiser Steel Corporation, By Lynn Huntsman, Title Chief Engineer

Address P.O. Box D, Sunnyside, Utah, Phone 888-4421, in Carbon County is hereby granted, subject to the Regulations for the Control and Protection of State Highway Rights-of-Way, Standard Specifications for Road and Bridge Construction, Specifications for Excavation on State Highways, General Safety Orders of the Industrial Commission, Safety Manual for Road and Bridge Construction, Instructions to Flagmen, the approved plans, and any special limitations set forth herein, permission for the purpose of Reconstruct an existing approach.

within right-of-way limits of Highway No. 123, State Maintenance Section No. 04-123-01, Milepost No. 11.30, in the following location:
About ½ mile northeast of the Sunnyside post office on the east side of the highway.

Receipt of $5.00 permit fee is hereby acknowledged (delete where not applicable). The work permitted herewith shall commence March 20, 1985 and shall diligently be prosecuted to completion. The work shall be completed and all disturbed surfaces or objects restored on or before July 1, 1985. In the event work is commenced under this permit, the applicant agrees to prosecute the same to completion by the date herein above specified. In the event the applicant fails or refuses to complete the work the Utah Department of Transportation may, at its election, fill in or otherwise correct any existing impediments at the expense of and subject to immediate payment by the applicant.

Applicant shall execute a bond in the minimum amount of $1000, increased by multiples thereof as determined by the District Director, to insure faithful performance of the permittee's obligation. The bond shall remain in force for three years after completion of the work.

Before work permitted herewith is commenced, the applicant shall notify: Gerald Wallace at 637-3294 and commencement of said work is understood to indicate that the applicant will comply with all instructions and regulations of the Utah Department of Transportation with respect to performance of said work, and that he will properly safeguard said work to prevent accident and shall indemnify and hold harmless the Utah Department of Transportation from all damages arising out of any and all operations performed under this Permit.

Permittee shall not perform any work on State highway right-of-way beyond those areas or operations stipulated on the permit.

If applicant fails to comply with Utah Department of Transportation regulations, specifications, or instructions pertinent to this permit, the District Director or his duly authorized representative may by verbal order suspend the work until the violation is corrected. If the applicant fails or refuses to comply promptly, the District Director or his authorized representative may issue a written order stopping all or any part of the work. When satisfactory corrective action is taken, an order permitting resumption of work may be issued.

Special Limitations: As per submitted drawing.

X Lynn Huntsman
(Signature of Applicant)

Approved by: Clifford Nielsen
For District Engineer