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State of Utah  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF OIL, GAS AND MINING

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April 26, 1994

TO: Daron Haddock, Permit Supervisor

A handwritten signature in black ink, appearing to read 'Daron Haddock'.

FROM: Steven M. Johnson, Reclamation Hydrologist

A handwritten signature in black ink, appearing to read 'SMJ'.

RE: Alternate Topsoil Borrow Areas, U. S. Fuel, Hiawatha Mines, ACT/007/011-93B, Folder #2, Carbon County, Utah

**SUMMARY**

On September 10, 1993, The Division received a proposed change to U.S. Fuel Company's Plan that requested the addition of two alternate topsoil borrow areas. The Division received a revised submittal on April 22, 1994 addressing the concerns of the first. U.S. Fuel requested the approval of Borrow Area F in this revision, and asked to wait until a later date to permit the remaining areas. I have conducted a review of the hydrology in the latest proposal, and reviewed the soils deficiencies from the previous submittal addressed by Mr. Henry Sauer.

**ANALYSIS**

**R645-301-120 Permit Application Clear and Accurate**

**Proposal:**

The latest amendment included pages 20 and 22 of Chapter 2, page 57 of Chapter 3, and page 85 of Chapter 7. The previous submittal included other pages from these same chapters that will be carried on through the approval process.

**Analysis:**

Page numbers included in these submittals do not correspond to the page numbers in the currently approved plan. U.S. Fuel should match these numbers.

**Deficiencies:**

1. Match the page numbers of the proposed amendment to the page numbers in the current plan.



## RECOMMENDATION

I recommend that the Division approve the plan for harvesting Borrow Area F. The hydrology is complete and accurate, and it is my opinion the U.S. Fuel has adequately addressed the previous deficiencies outlined by Mr. Henry Sauer, Reclamation Soils Specialist. U.S. Fuel should, however, fix the page numbers of the submittal to match the page numbers of the currently approved plan. It is understood that the other borrow areas addressed in previous submittals will be permitted at a later date.

I would also encourage U.S. Fuel to recontour in a way that will keep the slopes to minimum grades. Erosion is more likely to occur on the steeper grades. This is especially important in the upper portion of the borrow area where the side slopes meet the back slope. The areas that require steeper slopes may also require more roughness to avoid excessive erosion. The operator may rip this area more than once to get the desired roughness.

TOPSOILC.MEM