

Mine requests assistance with road project

By RICHARD SHAW
Sun Advocate community editor

For years, the road in Consumers to Clear Creek has been highly traveled, with minimal maintenance to the gravel, dirt and rock surface.

In the last year, the county has completed some surfacing work on the road. But the section from Questar's compressor station to Horizon mine has been maintained mostly by the company.

There are plans in the works by the company, Splendor Resources, to improve the road by putting rotomill on the unpaved sections leading to the mine. Company vice president Alex Walker approached to the Carbon County Transportation and Recreation Special Service Dis-

trict to request assistance with the project.
"At present, there is 4.5 miles of gravel on the road that we maintain," explained Walker. "We have been looking at options to pave that road and now we have decided to use rotomill because there is so much of it presently available."

Rotomill is a product that is produced when at certain road project contractors remove the top layers of asphalt from highways.

Right now, there is a lot available because of various projects in the eastern Utah area. Once removed, the product can be laid down with minimal preparation and cost as compared with hot mix or concrete.

"The point is that we realize we need this road done. But

portant part of the Carbon County economy.

As the special service district the members learned from Walker as well as Spendor general manager Daryl Curtis and engineer Kit Pappas that the company would proceed with the project regardless of the county's decision regarding the financial assistance request.

"We need to get going on this project right away," stated Curtis. "That's because they are taking the rotomill up right now and we need to take it as soon as Nielson (Construction) pulls it off the highway. We already have 2,500 to 3,000 tons of it stored away. I feel we need to get this done in the next 30 days."

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have been and what they would be if the increase went into effect.

The first speakers brought up a number of points, concentrating primarily on the fact that the council should look for places to cut expenses rather than increase taxes.

A number of people suggested that the city should look at reducing the size of the city's police force. When Helper had all the miners and the railroad people in town years ago, the city's police force was not as large as it is now, commented one resident in attendance at the meeting.

Other residents expressed a concern that the operations of the police force may be kept away from the area because of radar stops conducted along U.S. Highway where the road passes through the town.

One man said he had read that Helper was known as the

an average home
"I have no prob
own property tax
you the change," s
"My house is valu
and now I pay \$4
per year. If the i
into effect, it w
\$79,29."

The mayor told that, although ci could not pin do date, it appeared t erty tax increase o ing the 1980s.

"The problem I that no one is tak count the 125 vaca we have in town,"

John Jones. "They harder to rent and up, we will have to But I can't say I against the increas know what you are the extra money it Many citizen similar sentiments"

(Continued

CIB approves Carbon's road shop application

Carbon County's road department shop project took a major step forward when the Utah Permanent Community Impact Board members approved a loan and grant to start the first phase in the building's construction.

As time has allowed, the county engineer and road shop employees have been preparing the site on Airport Road during the last several years.

With the action take in by the CIB board, the county has the money to go ahead with putting up the first building in the complex.

The CIB awarded a grant of \$376,570 and a \$1 million loan for the county's road shop project last week.

In addition to constructing a road shop building, the CIB grant and loan money will be used to install the sewer, water and power infrastructure at the project site as well.

In addition to granting Carbon's funding application, the state agency awarded Cleve-

land a \$65,000 grant to buy a new dump truck with a snow plow attachment.

The members also approved a grant for Green River. The board approved \$60,000 for renovations and repairs at the John Wesley Powell River History Museum.

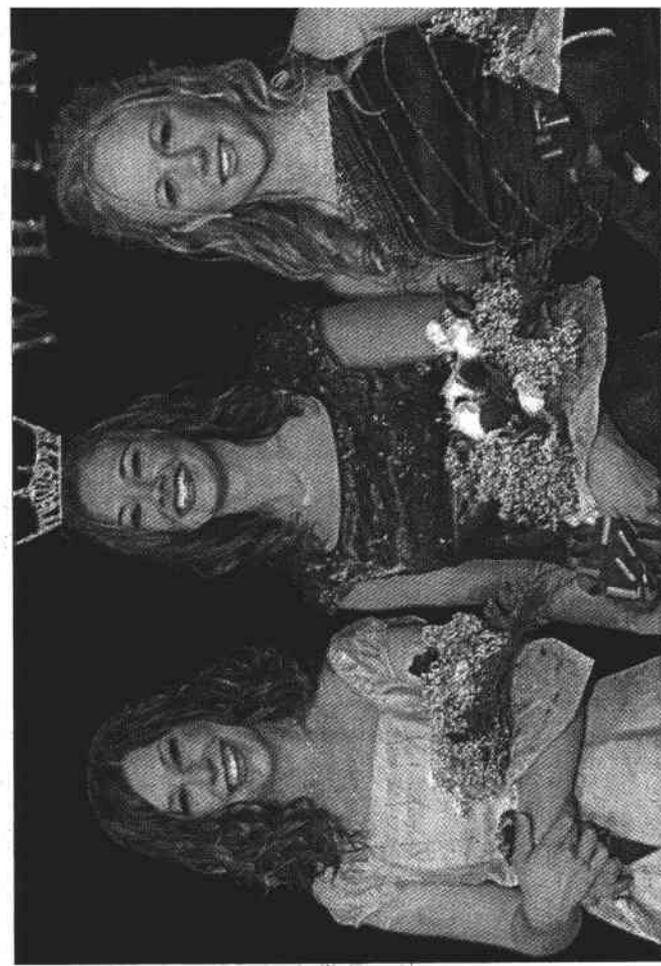
Improvements include the replacement of four heating and air-conditioning units, roof repairs and the installation of metal awnings.

In another action, the CIB panel approved \$100,000 for the Southeast Applied Technology Center to build a 3,000-square-foot classroom and offices in Blanding.

The money appropriated to Carbon County represents a small amount of what was the CIB board approved last week.

More than \$8.6 million in CIB grants and loans have been approved to help finance local improvement projects in rural communities across Utah, according to the state agency.

(Continued on page 7A)



SPECIAL TO THE S

Judges select Miss Carbon County, two attendants at Aug. 7 scholarship pageant

Heather Peterson beams after being selected by the judges to reign as Miss Carbon County 2004-2005 last Saturday night in ceremonies at the Price Civic Auditorium. Kim Jenks was picked as the first runner-up at

the scholarship while Brienne Pinedo was chosen to serve as attendant. The 2003 Miss Carbon County, Mary Frandsen, crowned to Peterson at the conclusion of the scholarship pageant

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Jenks

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MELANIE STEELE - SUN ADVOCATE

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 County Commissioner Bill Krompel, who is on the special service district board and heads up the road department for the county, had some questions about maintenance of such a road.

"First what is it costing you to maintain the gravel road now and who would maintain the road after it is done?" he asked.

Walker told the board that it was costing an average of \$18,000 per month to maintain the road for the mines loadout now and that the company would be responsible for maintenance after the rotomill work was completed.

But while the county has supported other coal related roads, this request was quite a bit different than what has been done in the past. Board member Sam Quigley had some questions about the situation.

"You know we have never paid or reimbursed coal companies directly for roads," he commented. "Most, like Westridge, have been done by getting grants and low interest loans. Ridge Road has been paid for by tolls and bonds. On top of that, the loans have been guaranteed by the companies involved."

However Pappas said there was a difference with those roads as compared with consumers.

"Those roads that were built are dead end roads," he said. "They were put there for the purpose of hauling coal. This road is existing and goes through to Clear Creek. It is a class B county road and is used extensively for recreation."

Quigley pointed out that he wasn't saying it couldn't be done, but that the county had just never done it in this way before.

"I know that road in it's present form keeps falling apart and the county and your company keep throwing money at it," he explained. "But there are many others that have benefited from those other roads that private industry has paid for as well. Airport Road is a good example. Talon Resources paid to build it but the gas industry has benefited greatly by it being there as a public road."

The idea of coming up with a grant or loan on the road also emerged along with the discussion about past similar projects. However, because of the fact that rotomill will be used instead of regular oil pavement, the cost is a great deal lower than roads built for these purposes in the past.

"A study we had done said that the whole nine miles of road that needs to be done up there would cost \$4.5 million if it were paved," stated Curtis. "Doing it this way makes it only a \$200,000 project."

The board's discussion still concentrated on finding a way to help the company without having to directly expend special service district money to do it. The board asked to see if there were some assurances the

mining company could pay back a loan for such a project.

"I worry about this," said Krompel. "What if the mine goes under in 60 or 90 days? What did we require as guarantees with past projects?"

Nick Sampinos, council for the district explained that the guarantees came from both the local and the organizations parent companies.

"I'm not sure what I can give you as an assurance," stated Walker. "I can tell you that we have taken more coal out of that mine since last August when we took it over than has been probably taken out of it in it's whole life. We intend to operate and grow that mine. I can't give you a guarantee we will be there for 10 to 15 years, but that is our plan, because we have a lot invested."

But the idea of using a grant or loan was pretty much abandoned when as members of the board discussed the situation the realized the relatively small amount of money involved and the fact the company was going ahead with the project with or without the help of the county. The board then considered their options and decided to work directly through the county on the project to find a way to come up with the best way to handle it and any reimbursements on the work done.

The mine officials also pointed out that they may want to look at a chip and seal operation later if the road doesn't hold up as expected. That would be Phase II of the project if it were needed and they said they would work with the county on paying for that work.

Tire inspections part of safe road practices

Tire employees Travis Rasmussen and Jensen examine the wheel of a large truck during a safety inspection on Aug. 4. Most

Carbon County automobiles are required to have an annual inspection in order to register their cars except newer vehicles which require it every other year.

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|---------------|--------------------------------------|---------------------------------------|----------------------------|--|
| | | | | |
| 75/54 | 80/52 | 79/55 | 78/55 | 72/53 |
| Full sun-High | Mainly sunny. Highs in the upper 70s | Plenty of sun. Highs in the upper 70s | Partly cloudy. chance of a | Partly cloudy with a stray thunderstorm. |

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