



State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF OIL, GAS AND MINING

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June 27, 1997

TO: File

THRU: Joe Helfrich, Permit Supervisor *Jph*

FROM: Jess Kelley, Reclamation Engineer *JK*

RE: Revised New Haul Road, Savage Industries Inc., Savage Coal Terminal, ACT/007/022-97A, Folder #2, Emery County, Utah

SUMMARY:

The permittee submitted this amendment for Division approval on June 16, 1997. It was originally submitted to William Malencik of the Price Field Office, who forwarded it to the Division in Salt Lake City.

By this amendment, the permittee proposes to reactivate approximately 1200 feet of previously-constructed haul road, construct approximately 1100 feet of new haul road, and construct a new truck dump/hopper southeast of the present coal stockpile area. The 1200 feet of reactivated road go from the southwest site entrance to a point immediately north of the topsoil stockpiles. Here, the road will fork and the 1100 feet of new road will begin. The left fork will go northwest to the new truck dump/hopper and form a loop that will be part of that facility and connect with the present main haul road just south of the present truck dump. The right fork will go southeast to another new truck dump and then loop around to the right and rejoin the 1200-foot segment of reactivated road just north of the topsoil stockpile.

Coal from the new truck dump/hopper on the northwest loop of the new road will be carried by a 36-inch belt to a raw coal stockpile southeast of the present truck dump. Coal from the new truck dump on the southeast loop of the new road will be distributed by radial stacker to a coal stockpile just west of the present washed coal stockpile.

The purpose of these haul road modifications is to relieve truck traffic congestion in the present shop area. Instead of entering the site by the west entrance, as they do now, trucks will enter and exit the site by the southwest entrance and will discharge their coal in the new truck dump facilities by way of loop routes.

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This memorandum constitutes this writer's review of the June 16, 1997 submittal. It is written in a form such that it can be inserted directly into the present improved technical analysis.

TECHNICAL ANALYSIS:

OPERATION PLAN

MINING OPERATIONS AND FACILITIES

Regulatory Reference: 30 CFR Sec. 784.2, 784.11; R645-301-231, -301-526, -301-528.

Analysis:

Facilities and Structures

The main haul road system was modified in 1997 to eliminate truck traffic congestion in the area of the shop. Approximately 1200 feet of previously-constructed haul road was reactivated, approximately 1100 feet of new haul road was constructed, and a new truck dump/hopper was constructed southeast of the present coal stockpile area. The 1200 feet of reactivated road go from the southwest site entrance to a point immediately north of the topsoil stockpiles. Here, the road forks and the 1100 feet of new road begin. The left fork goes northwest to the new truck dump/hopper and forms a loop that is part of that facility and which connects with the present main haul road just south of the original truck dump. The right fork goes southeast to another new truck dump and then loops around to the right and rejoins the 1200-foot segment of reactivated road just north of the topsoil stockpile.

Findings:

The plan fulfills the requirements of this section.

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ROAD SYSTEMS AND OTHER TRANSPORTATION FACILITIES

Regulatory Reference: 30 CFR Sec. 784.24, 817.150, 817.151; R645-301-521, -301-527, -301-534, -301-732.

Analysis:

Road Systems

The main haul road system was modified in 1997 to eliminate truck traffic congestion in the area of the shop. Approximately 1200 feet of previously-constructed haul road was reactivated, approximately 1100 feet of new haul road was constructed, and a new truck dump/hopper was constructed southeast of the present coal stockpile area. The 1200 feet of reactivated road go from the southwest site entrance to a point immediately north of the topsoil stockpiles. Here, the road forks and the 1100 feet of new road begin. The left fork goes northwest to the new truck dump/hopper and forms a loop that is part of that facility and which connects with the present main haul road just south of the original truck dump. The right fork goes southeast to another new truck dump and then loops around to the right and rejoins the 1200-foot segment of reactivated road just north of the topsoil stockpile.

All of the new and modified roads are classified as primary roads and are surfaced with 6 inches of $\frac{3}{4}$ -inch gravel. They are shown in plan view on Plate 3-2 and in longitudinal profile on Plate 3-9A. Their alignment is shown on Plate 3-9.

Findings:

The plan fulfills the requirements of this section.

MAPS, PLANS, AND CROSS SECTIONS OF MINING OPERATIONS

Regulatory Reference: 30 CFR Sec. 784.23; R645-301-512, -301-521, -301-542, -301-632, -301-731, -302-323.

Analysis:

Mining facilities maps.

The main haul road system was modified in 1997. Approximately 1200 feet of

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previously-constructed haul road was reactivated, approximately 1100 feet of new haul road was constructed, and a new truck dump/hopper was constructed southeast of the present coal stockpile area.

All of the new and modified roads are shown in plan view on Plate 3-2 and in longitudinal profile on Plate 3-9A. Their alignment is shown on Plate 3-9. These plates and the 1997 revisions thereof were prepared and certified in June of 1997 by Dan W. Guy, a professional engineer licensed and registered in the state of Utah.

Findings:

The plan fulfills the requirements of this section.

BONDING AND INSURANCE REQUIREMENTS

Regulatory Reference: 30 CFR Sec. 800; R645-301-800, et seq.

Analysis:

Determination of bond amount.

The main haul road system was modified in 1997. Approximately 1200 feet of previously-constructed haul road was reactivated, approximately 1100 feet of new haul road was constructed, and a new truck dump/hopper was constructed southeast of the present coal stockpile area.

The permittee determined the total reclamation cost of the 1997 road and facilities modifications to be approximately \$11,591.36. The details of this cost calculation are found in Appendix 3-3. Other amendments approved in 1996 and 1997 have a total reclamation cost of approximately \$7,127.21. These costs add up to a combined total of \$18,718.57. The reclamation bond for this entire site is \$2,728,178, which includes a 10% contingency of almost \$273,000. Since this contingency is much greater than the reclamation costs associated with the road modifications and the other amendments, it is not necessary to increase the bond.

Findings:

The plan fulfills the requirements of this section.

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RECOMMENDATION:

It is recommended that this amendment be approved and that the haul road modifications set forth therein be allowed to proceed.

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