

3.2.1.2 Facilities Construction Dates

The following is a list of facilities and approximate dates on which construction was begun and completed on each:

<u>Facility</u>	<u>Construction Begun</u>	<u>Construction Completed</u>
Preparation Plant	10/77	12/78
Conveyors	10/77	4/78
Silo/Loadout	10/77	4/78
Shop/Lab/Warehouse	3/80	6/80
Power Line/Substation	10/77	4/78
Pumphouse	8/78	10/78
Scales/Scalehouse	2/78	4/78
Refuse Pile	12/78	On-Going
Railroad Loop	10/77	4/78
Roads/Parking Areas	10/77	4/78
Water System	10/77	10/78
Culinary Water	8/84	9/84
Sewage System	3/80	5/80
Diversion Ditches	6/78	6/79
Sedimentation Ponds	6/78	6/79
New Shop/Oil Storage	10/05	4/06
New Reclaim Conveyor	10/05	6/06
New Stacking Tube	04/06	-

## Mining and Reclamation Plan Savage Coal Terminal

This line will undoubtedly remain in service after closure of the C.V. Spur.

The railroad loop within the C.V. Spur is owned by Beaver Creek Coal Company. It consists of a single set of tracks slightly elevated (3') above natural ground. This rail serves as a loop for the unit trains to travel head-first into the silo, eliminating the need for engine switching. The loop is 8,340 feet long. This rail line will be used and maintained throughout the C.V. Spur operational life.

Grades and typical cross-section of the rail loop are shown on Plate 3-5, "Railroad Facilities".

### 3.2.5.3 Conveyors

There are thirteen (13) separate, permanent conveyor runs at the C.V. Spur (see Figure 3-7). In addition, there are temporary, portable conveyors used on the site. The number and location of the temporary conveyors varies according to need.

Conveyor #1 - 36" x 250' long stacking conveyor from the truck dump to the raw coal stacking tube.

Conveyor #1a - 36" x 250' long stacking tube conveyor from the above raw coal stacking tube to a new steel stacking tube.

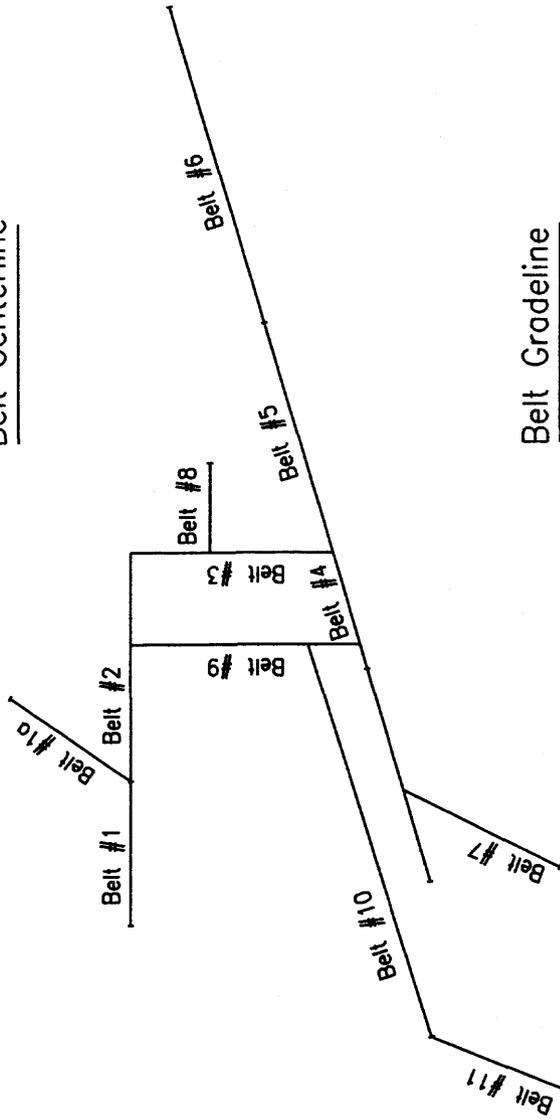
Conveyor #2 - 36" x 420' reclaim conveyor from raw coal pile into wash plant.

Conveyor(s)# 3-(2) 36" x 365' clean fine and coarse coal conveyors from the plant to the clean coal stacking tube.

Conveyor #4 - 36" x 225' clean fine coal transfer conveyor from coarse coal stacking tube to fine coal stacking tube.

Figure 3-7

Belt Centerline



Belt Gradeline



Savage Coal Terminal

**Centerline and Grade of Belts**

3-28

C.V. Spur

1"=300'

March 2006

Mining and Reclamation Plan  
Savage Coal Terminal

Conveyor #5 - 48" x 600' clean coal reclaim conveyor from clean coal piles to transfer in loadout sample building.

Conveyor #6 - 48" x 660' loading conveyor from transfer point in sample building to 10,000 ton silo.

Conveyor #7 - This conveyor is 36" x approximately 350' and runs from the new truck dump to a crushed coal stacking tube.

Conveyor #8 - 42" x 150' conveyor from the new truck dump to the twin 36" conveyors described in #3 above.

Conveyor #9 - 48" x 440' conveyor from the plant feed belt to the clean coal stacking tube area.

Conveyor #10 - 48" x 728' elevated conveyor from truck loop storage area to conveyor #9.

Conveyor #11 - 48" x 246' feed conveyor from the truck loop storage area to conveyor #10.

Conveyor #12 - 48" x 564' future surface transfer system to move coal from the track loop storage area to conveyors #10 and #11.

Grade of all conveyors are shown on Figure 3-7, "Conveyors - Loadout & Grades". All surface conveyors are covered and equipped with walkways. All conveyors will be used throughout the C.V. Spur operational life.

## **APPENDIX 3-7**

Stacking Tube Addition  
and  
Water Truck Pad

**Appendix 3-7  
Stacking Tube Addition  
and  
Water Truck Pad**

1. Introduction: This appendix will provide design details and reclamation costs estimates for the proposed stacking tube addition and water truck pad. The proposed stacking tube addition will consist of approximately 250' of new conveyor, a steel center support structure and a 60' high steel stacking tube. These structures will be located northwest of the preparation plant and combined with the original, existing No. 1 Truck Dump and Stacking Tube.

The water truck pad is simply a reinforced concrete pad 30' long x 15' wide x 9" thick, located directly east of the pumphouse. The pad will be placed below the existing water truck fill pipe to minimize ponding from spillage or overflow from filling the water truck. The pad will be sloped to drain to a pipe, which will carry the spillage back into the existing vat in the pumphouse. This water will then be recirculated back to the water truck or wash plant.

Plans have been submitted to and approved by the Carbon County Building Inspector.

2. Specifications:

A. Stacking Tube Addition

- i. The proposed stacking tube foundations are illustrated on drawing #0604-4-101 and indicate all relevant dimensions, reinforcement details, and extent of anchor bolts that are designed to resist the vertical and horizontal forces imposed by wind/seismic forces or a combination thereof.
- ii. The mid-conveyor support structure is a 6' dia. X 1" thick steel tube approximately 60' tall as shown on drawings #0604-4-102, and

#0604-5-110, designed to resist overturning forces from a seismic or high wind occurrence. This tubular structure merely serves as a support at mid point of the overall conveyor identified as C-1a. A gravity take-up or belt tensioning device will be supported from the conveyor truss and will incorporate across from the conveyor walkway and maintenance platform.

- iii. The existing raw coal conveyor (C-1) is supported at the head end of the reinforced concrete stacking tube and is designed to provide continuous feed into this stacking tube. The tail section of Conveyor C-1a will be designed to terminate beneath the head end of Conveyor C-1. Adequate head room is available to permit the installation of an electrically operated flop gate to selectively divert raw coal into the existing storage pile or onto Conveyor C-1a is a 48" wide belt conveyor designed to transport coal at a sustained level of 1250 TPH without spillage.
- iv. A detailed engineering design drawing of the stacking tube illustrated on drawing #0604-5-120, and is currently in fabrication. The method of anchorage is adequately depicted in all respects.
- v. Conveyor C-1a will be driven or powered by a conventional shaft mounted reducer with a 60 hp motor, sheaves, v-belts, and guards. The drive is located at the head end of the conveyor in close proximity to the discharge chute designed to divert material into the new all steel stacking tube. Motor requirements: 460 V, 60 HZ, 3 Ph.
- vi. Plan and Section Views of the general arrangement of the system are shown on drawings #0604-2-100 and #0604-2-101, respectively.
- vii. Electrical service will be supplied from the existing stacking tube along the new conveyor to the new drive.
- viii. Dust control along the new system will be provided by a combination of enclosed transfers, covered conveyors and stacking

tube door covers.

- ix. A new Notice of Intent has been filed with the Division of Air Quality. This N.O.I. includes the proposed new stacking tube. A copy of the N.O. I. Cover letter is included as Attachment A of this Appendix.
- x. Coal from the new stacking tube stockpile area will be reclaimed by pushing with a dozer or loader into a belt feeder and conveyor which will carry the coal into the plant. This is a conveyor that previously fed coal to the plant. The conveyor feed section has simply been relocated to fit the new stacking tube system. (See drawings #0604-2-100 and #0604-2-101).

#### B. Water Truck Pad

- 1. This pad is to be 30' long x 15' wide x 9" thick reinforced concrete. Design details are shown on drawing A-3-7-1 of this Appendix.
- 2. The pad will slope to drain to a pipe which will carry spillage water back into the pumphouse vat for recirculation.
- 3. The pad area is located in a disturbed area which is shown on Plate 3-2 as a totally contained ASCA area.

### III. Reclamation Cost Estimate for Stacking Tube Addition and Water Truck Pad

#### A. Introduction :

Reclamation cost estimates for the Stacking Tube Addition and Water Truck Pad are based on those used in Appendix 3-5 - "Reclamation Cost Estimate" dated December 2004. Demolition and Labor costs are based on the latest figures provided by the Division. No additional costs are estimated for earthwork or revegetation for this area, since these costs are included with the overall reclamation estimate in Appendix 3-5.

#### B. Procedure :

Savage Industries, Inc.  
Savage Coal Terminal

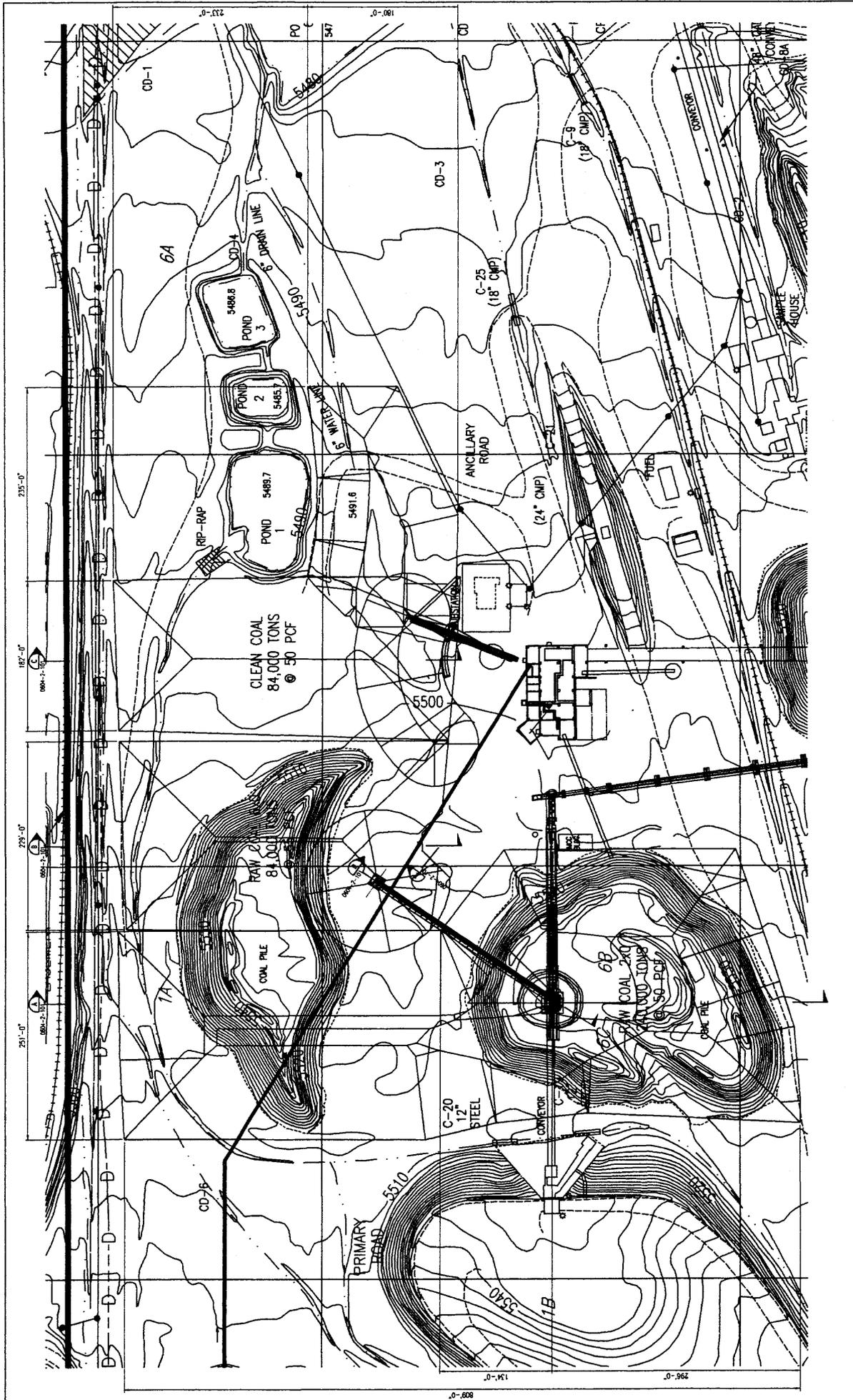
The only additional reclamation costs included on these areas will be the removal of the conveyor/stacking tubes and demolition/disposal of the concrete. The proposed reclamation will include removal and transport of steel structures. Concrete will be broken up and placed in the Sediment Pond No. 1 during final reclamation.

C. Calculations :

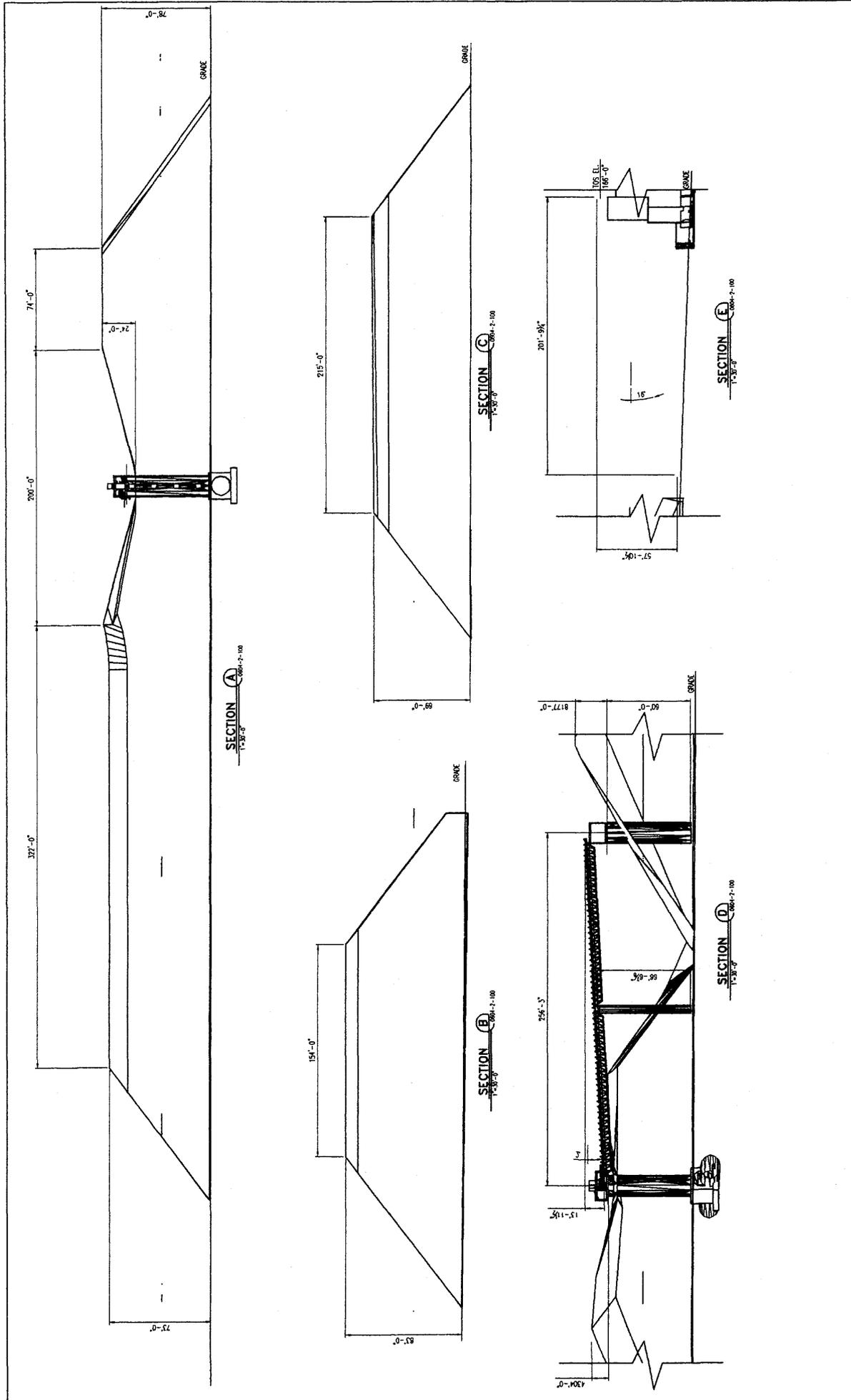
<u>Structure</u>	<u>Item</u>	<u>Size</u>	<u>Disposal</u>	<u>Cost/Unit</u>	<u>Cost</u>
Water Truck Pad	Concrete	12.5 CY	On-site	\$21.05/CY	\$263.13
36" Conveyor	Steel	250'x4'x4'	Haul	\$0.25/CF	\$1,000.00
Support Column	Concrete	74.07 CY	On-site	\$21.05/CY	\$1,559.26
	Steel	60.1'x6' dia.	Haul	\$0.25/CF	\$424.82
Stacking Tube	Concrete	92.59 CY	On-site	\$21.05/CY	\$1,949.07
	Steel	60'x14' dia.	Haul	\$0.25/CF	\$2,309.07
	Foreman	36 Hours	-	\$55.45/MN	<u>\$1,996.20</u>
					\$9,501.55

D. Summary :

The total projected reclamation cost for the Stacking Tube Addition and Water Truck Pad is \$9,501.55. The Savage Coal Terminal is presently bonded for a total of \$2,525,000 in 2007 dollars. The required bond for reclamation is \$2,155,000. This proposed addition would raise the required bond amount to \$2,164,500, which is still \$360,500 less than the bond posted for the site.



APPROVED FOR CONSTRUCTION		DATE:	NO. OF SHEETS:	REVISIONS:
BY:	DATE:			
APPROVED BY:	DATE:			
DESIGNED BY:	DATE:			
DRAWN BY:	DATE:			
SAVAGE SERVICES CORPORATION PRICE/COST TERMINAL PINEBLUFF, UTAH				
Mine & Mill Engineering Inc. Salt Lake City				
ARCH COAL STOCKPILE ARRANGEMENT PLAN				
SCALE: 1"=50'-0" PROJECT NO. 060A DRAWING NO. 060A-2-100				



SCALE: 1"=30'-0"	REV. 1/8/87	
PROJECT NO. 0604	DATE: 1/8/87	
CADFILE: PLANTDOWN/2	ISSUE NO. 0604-2-101	
<b>ARCH COAL STOCKPILE ARRANGEMENT SECTIONS</b>		
Savage Services Corporation PRICE COAL TERMINAL PRICE UTAH		
Mine & Mill Engineering Inc. Salt Lake City		
02-01-08	DC	
02-01-08	DC	
DESIGNED BY:	DC	
CHECKED BY:	DC	
APPROVED BY:	DC	
DATE:	1/8/87	
APPROVED FOR CONSTRUCTION		
BY:	DC	
DATE:	1/8/87	
REVISIONS		
NO.	DATE	DESCRIPTION
1	01-08-87	ISSUED PER UTAH COMMENTS
2	02-01-87	ISSUED FOR REVIEW



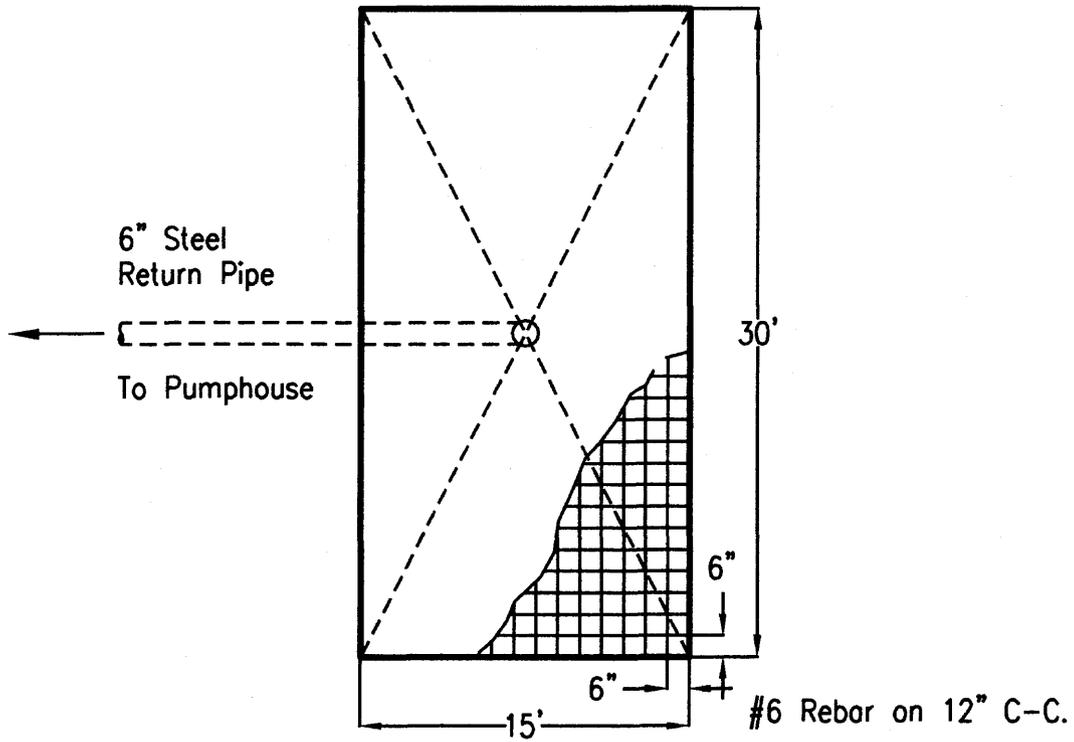




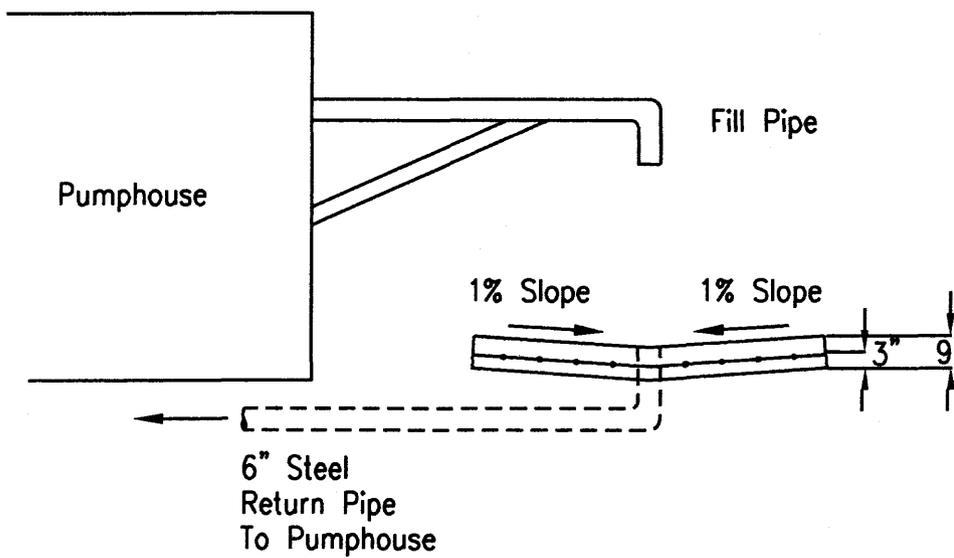


# PROPOSED WATER TRUCK PAD

DRAWING A-3-7-1



PLAN VIEW



SECTION VIEW



**Attachment A**

Notice of Intent  
Cover Letter

# SAVAGE

Savage Services Corporation  
2025 East 5000 South  
Price, UT 84501

(435) 637-5664  
Fax (435) 637-3418

March 16, 2006

Attn: Mr. Maung Maung  
Approval Order 9/3/98  
DAQE-563-98

Mr. Richard W. Sprott, Director  
Utah Division of Air Quality  
150 North 1950 West  
Salt Lake City, Utah 84116

Re: Notice of Intent  
Savage Services Corporation  
Savage Coal Terminal  
Carbon County, Utah

Dear Mr. Sprott,

Savage Services, Corporation is herein submitting a Notice of Intent to modify the existing Approval Order No. DAQE-563-98 for the Savage Coal Terminal, dated 9/3/98.

This NOI is being submitted to provide for anticipated growth in the handling capacity of the Savage Coal Terminal and to update the parent company name. The 9/3/98 Approval Order was issued to Savage Industries, Inc. for a throughput of up to 8,000,000 tons per year. Since that time, Savage Industries, Inc. has had a name change to Savage Services Corporation. It should be noted that this was a name change only, with no change in ownership.

It has also become apparent that the projected 8,000,000 tons per year limit may be reached in the near future and additional growth appears likely. Therefore, Savage Services Corporation is herein requesting that the allowable annual throughput for this site be increased to 12,000,000 tons per year, and the company name on the approval be changed to Savage Services Corporation. New calculations are provided for the 12,000,000 TPY throughput along with any changes or additions of facilities. Based on the calculations, the facility will still meet the requirement of a "Minor Source". The NOI will meet requirements of a "Minor Modification" to the existing Approval Order, since all expected emission changes are well below the limits for a Major Modification.

We appreciate your cooperation, and hope this plan will meet with your approval. If you have any questions, or need any additional information, please contact me at (435) 637-5664, or Dan Guy at (435) 637-2422.

Sincerely,



Boyd Rhodes,  
Manager

cc: Dan Guy - Blackhawk  
File