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December 29, 2003

Utah Coal Regulatory Program
Division of Oil, Gas, and mining
1594 West North Temple, Suite 1210
Box 145801
Salt Lake City, Utah 84114-5801

*Incoming
C/015/018
Copy Aaron*

**RE: Additional Clean Copies to the Amendment to Update Volume 10, Deer Creek MRP,
PacifiCorp, Deer Creek Mine, C/015/018, Emery County, Utah, Task ID 1658**

In a telephone conversation with the Division's Ms. Pricilla Burton, it was brought to my attention that the November submittal (which was supposed to include seven (7) clean copies of all amended pages of Volume 10) was deficient in including clean copies of page 3-3 and three pages of the bond information for Volume 2 (refer to C2 form in the August 28, 2003 submittal). I personally apologize for this mishap as these pages were inadvertently not included with the November submittal.

Attached are seven (7) clean copise for each of the above mentioned pages. Please refer to the August 28, 2003 C2 form for incorporation into the MRP. If you have any questions please contact me at (435) 687-4825.

Sincerely,

Dennis Oakley
Sr. Environmental Engineer

cc: Carl Pollastro
File

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PacifiCorp

Energy West Mining Company

Deer Creek Mine (C/015/018)

Amendment to Volume 10 (Task ID #1658)

Volume10, Page 3-3

SECTION III BACKFILLING AND GRADING - TOPSOIL AND SUBSOIL

1. ACCESS ROAD

The road gradient has been designed to minimize the volume of material to be disturbed during the construction of the cuts and fills. Following the initial removal of the vegetative matter, the top six (6) inches of soil matter will be removed and temporarily stockpiled. This material will serve as topsoil. After the topsoil has been removed the subsoil will be excavated and placed as fill along the road section. Prior to the fill placement on embankment sections the area will be scarified to insure good bond between the surfaces. The subsoil or subgrade will then be placed in level lifts 12" thick and compacted with a sheepsfoot roller. Water will be used if necessary to insure optimum moisture during compaction and aid in dust control. Rocks larger than 18" will be sorted from the fill and stored as rip-rap. The road cuts and fills will be made on 1V:1.5H.

Following completion of the subgrade work the material temporarily stockpiled as topsoil will be evenly spread over the embankment outsoles. Care will be taken to insure that a good bond between the two surfaces of fill materials is made and yet not compact the topsoil more than is necessary.

Final reclamation of the road will take place as detailed below. The gravel road surface material and bottom ash road subgrade material will be removed and placed against the inside cut slope of the road cross-section. If any other surface is constructed onto of the graveled surface, it will be stripped off and hauled to the waste rock site. Disposal of this material will comply with R645-301-542.740. However, because of the erodability of the native soil material, four feet of material will be used instead of the required two feet. The topsoil off the embankment outslope will be removed and temporarily stockpiled in an area at the road construction beginning. The subsoil material from the embankment slopes will then be spread over the road cross-section to obliterate the road. The topsoil material from the temporary stockpile will then be evenly spread over the area and seeded.

2. DEER CREEK WASTE ROCK STORAGE FACILITY

Approximately 7 years following the initial construction of Area #1, the north half should be filled to capacity with waste rock material. Reclamation of this north half will then take place. The topsoil material from the north berm will be removed and placed in a temporary stockpile located in the northwest corner of Area #1. Following this top soil removal the remaining soil material will be spread evenly over the north half of Area #1 waste rock fill. The topsoil material from the temporary stockpile will then be distributed over the subsoil layer. The spreading of the subsoil and topsoil will be done in a manner to minimize compaction so as not to interfere with plant root development. Following the complete filling of the south half of Area #1 with waste rock, the south berm will be spread over the south half of Area #1. This will be done similar to the operation that took place for the north half of Area #1. Using a 225 excavator the

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Amendment to Volume 10 (Task ID #1658)

Volume 2, R645-301-800: Bonding, Page 1

Asphalt Removal 3A

Demolition Summary Page

Bonding Calculations
Deer Creek Mine

Direct Costs

Subtotal Demolition	\$825,644.00	
Subtotal Backfilling and Grading	\$777,411.00	
Subtotal Revegetation	\$238,516.00	
Direct Costs	\$1,841,571.00	

Indirect Costs

Mob/Demob	\$184,157.00	10.0%
Contingency	\$92,079.00	5.0%
Engineering Redesign	\$46,039.00	2.5%
Main Office Expense	\$125,227.00	6.8%
Project Mainagement Fee	\$46,039.00	2.5%
Subtotal Indirect Costs	\$493,541.00	26.8%

Total Cost in 2003 Dollars \$2,335,112.00

Escalation factor		0.0282
Number of years		2
Escalation	\$133,557.00	

Reclamation Cost 2005 \$2,468,669.00

Bond Amount (rounded to nearest \$1,000) \$2,469,000.00

