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March 14, 1985

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DIVISION OF OIL
GAS & MINING

Mr. D. Wayne Hedberg
State of Utah
Department of Natural Resources
Division of Oil, Gas & Mining
355 West North Temple
3 Triad Center, Suite 400
Salt Lake City, Utah 84180-1204

Re: Wilberg 4th East Conveyor Temporary
Spur Road with Upper & Lower Access Routes

Dear Mr. Hedberg:

Submitted are three copies of our revised temporary spur road to include both upper and lower access routes.

Due to an engineering redesign an upper access route is warranted to allow a more practical route to the bent structure location.

Prompt review is very much appreciated as we are ready to start road construction.

Any questions, please call.

Yours truly,

A handwritten signature in cursive script that reads "C. E. Shingleton".

C. E. Shingleton
Director of Permitting,
Compliance & Services
Mining and Exploration

CES:SMC:bb:4759
Enclosures

WILBERG COAL MINE
FOURTH EAST CONVEYOR
TEMPORARY SPUR ROAD
WITH UPPER & LOWER ACCESS ROUTES

The Wilberg Mine permit contains plans for the installation of an overhead open belt conveyor from the Fourth East portal to the existing silo. Subsequent to the permit approval we have determined that a totally enclosed conveyor at this location would be more environmentally suitable by eliminating falling coal fines from the truck loadout area.

The installation of 12-foot diameter tube to house the conveyor system will require the construction of temporary upper and lower access roads on the barren rubble hillside west of the coal silo (see R&S Drawing #8436-SK1).

Both roads will be bladed by a D-8 tractor at approximately a 10% grade following the natural contours. The roads will not be surfaced. The lower road will be constructed at a 12-foot width running south for 220 feet with a 20' x 25' pad at the end of the road which will be used to locate and position a 20-ton crane for the installation of the conveyor and support structure.

The upper road will be constructed 10 feet wide and 150 feet long with a 12' x 12' pad at the bent structure location.

The upper road branches off the lower road going up hill turning south and crossing the undisturbed drainage.

This will require extending the existing 36" culvert westward approximately 25 feet to allow the road to cross over the drainage. Construction of the upper road will allow access for geotechnical studies, construction equipment, backhoes and cement trucks.

Drainage control will be provided by constructing berms on the outside of the roads and pads, allowing drainage to be contained and routed down the roads and onto the main mine site where the drainage will be diverted into the existing disturbed drainage system.

Disturbed acreage for both roads and pads will be approximately 0.11 acres.

Final reclamation of the road will utilize the same seeding and planting methodologies and techniques as approved in the Wilberg Mine plan. However, final reclamation will only involve the area of roads south of the undisturbed drainage (see Figure 1).

The remainder of roads will be reclaimed at the same time utilizing the approved interim revegetation techniques. This same area will be regraded again during the final phases of mine reclamation due to the location and restoration of the riprap drainage channel.

Reclamation will take place approximately one year from the startup date of the conveyor project.

Per the soil survey in the approved Wilberg plan, there is basically no horizon A topsoil present. The area

involved is a barren, steep, rubble slope with very sparse vegetation.

Construction of the roads will utilize a cut and balance fill method which will not allow for any soil stockpiling due to the steep slope.

Upon completion of the 4th East conveyor (approximately one year from startup) the roads will be reclaimed by using a backhoe to pull the rubble back to its original place, backfilled and regraded to its approximate original location. This existing material is acceptable to serve as a plant growth medium. See Figure 1 for an aerial photo of the spur roads. The grade, location and surfacing are designed to meet the requirements of a Class III road.

During the approximate one year period of the roads existence it will be maintained as required to minimize erosion and prevent any further degradation during climatic conditions.

SMC:bb

3-14-85



UNDISTURBED DRAINAGE
INLET STRUCTURE

SPUR ROAD

FILL
SLOPE

Lower Access

UNDISTURBED

100'

Bent Structure
Location

Crane Pad

Upper
Access

WILBERG COAL MINE
EMERY COUNTY, UTAH

4th EAST CONVEYOR SPUR ROAD

UTAH POWER & LIGHT COMPANY
DEPARTMENT OF MINING & EXPLORATION

DATE: 3/1/85

BY: LJ GUM

SCALE: 1" = 100'

FIGURE 1