

# Moab UMTRA Project Tailings Transportation Update

Public Meeting  
Grand Center, Moab, Utah  
October 9, 2008



# Donald Metzler Federal Project Director



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# Project Update

- Reaffirmed Record of Decision to transport tailings predominantly by rail (August 5)
- Energy *Solutions* and Union Pacific (UP) Railroad signed Memorandum of Understanding on September 9
- Removed former gantry crane and concrete structure from hillside
- Baseline survey of rail track



Gantry crane removal



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# Project Update (continued)

- Erected vehicle maintenance structures at Moab and Crescent Junction
  - White color selected for energy savings
- Constructing structure for placing and removing container lids
- Excavated more than 1.2 million cubic yards for disposal cell at Crescent Junction
  - 2 million cubic yards total to be excavated before initial placement of tailings

Maintenance structure at Moab site



Lidding structure construction



Bulldozer excavates disposal cell

# Community Outreach

- Public meetings – June and October 2008
- Met with senior citizens at Grand Center in June and October 2008
- Briefings to Grand County Council and Millsite Steering Committee
- *Tailings Times* newsletter issued in August
- Project website: [www.gjem.energy.gov/moab](http://www.gjem.energy.gov/moab)
- News releases on major announcements
- Upcoming relocation of Thompson Springs public reading room to DOE office trailer at Crescent



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# Emergency Preparedness

- Conducted medical emergency response drill in September
- Coordinating with local responders
- Prior to tailings haul start, will conduct additional, more complicated drills involving different transportation incidents
- Preparing Transportation Plan, which includes responsibilities and notifications associated with a transportation incident



Emergency responders at drill



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# Ground Water Interim Action Update

- 123 million gallons of contaminated ground water has been extracted through 41 remediation wells before it reached the Colorado River
- Extracted ground water contained 533,000 pounds of ammonia and 2,400 pounds of uranium



Vaults in interim action well field



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# Brent Anderson

## Energy *Solutions* Construction Manager

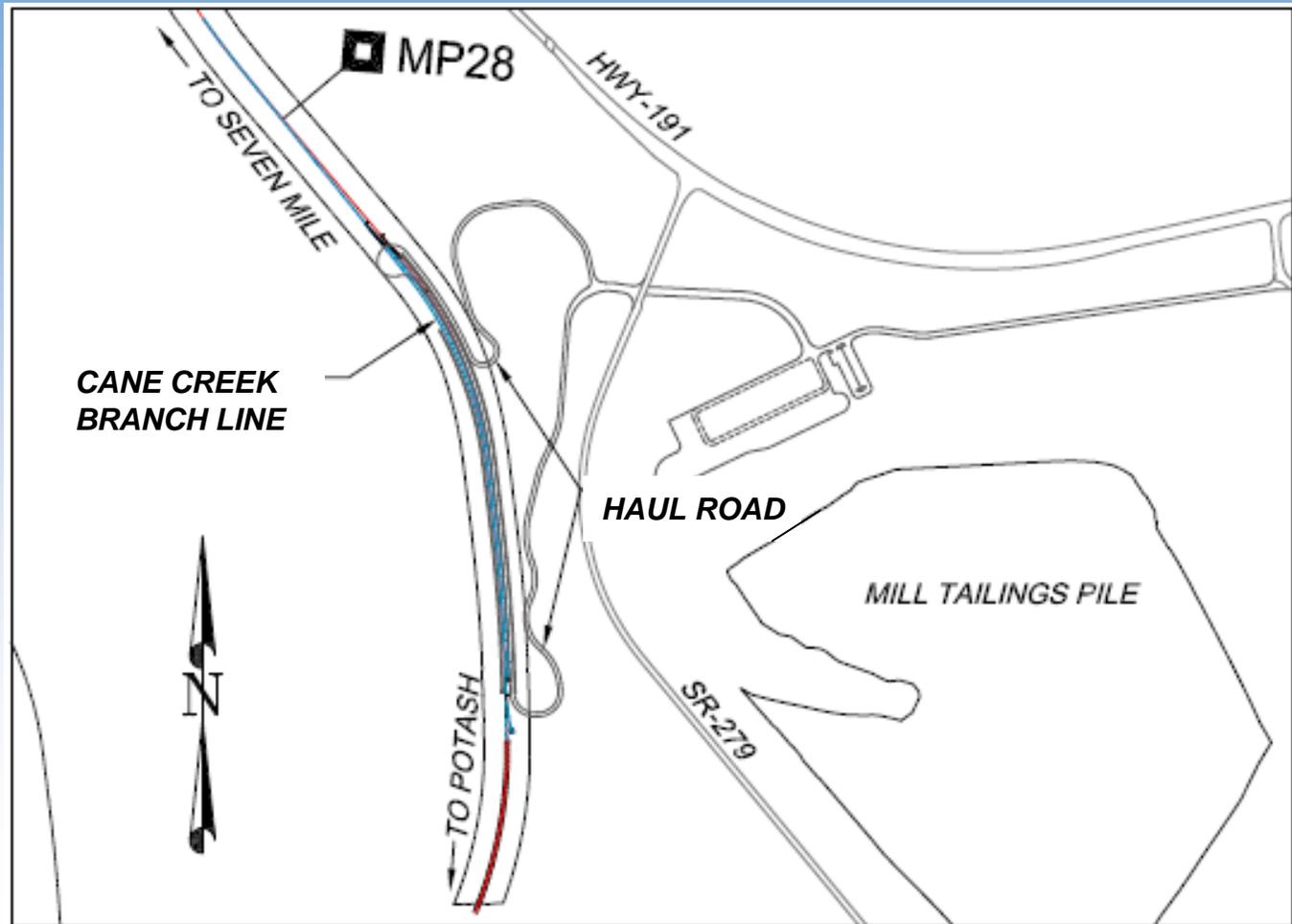


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# Haul Road Redesign



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# Moab Site Infrastructure Work

- Construct haul road from Support Area to rail
  - One-way road that reconnects before crossing State Route (SR) 279
  - Road will be 14 feet wide
  - Plan is to pave it; however, there is currently a moratorium on asphalt
  - Maximum speed limit on haul road is 15 miles per hour
  - Most of road will be 8 percent grade or less; about 550 feet will be 12 percent grade to maintain acceptable distance below power line



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# Moab Site Infrastructure Work (continued)

## ■ Haul road (continued)

- SR 279 crossing signage and signal options being discussed with Utah Department of Transportation (UDOT) and Grand County
- SR 279 traffic will have right-of-way; haul traffic stops at crossing
- Signs on haul road will be different color than signs at crossing to warn public traffic
- Will have flagger on either side of crossing at beginning of haul and probably during times of high traffic
- Gate will be installed on either side of crossing and will be closed and locked during off-hours



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# Moab Site Infrastructure Work (continued)

- Lights will be installed along haul road and along track where containers will be loaded and unloaded
  - Lights will meet Grand County land use code and will be amber colored
  - Will try to minimize lighting during night; most loading and unloading will occur during daylight hours
- Can load on branch line
  - Will need to cut into hillside as much as 20 feet to move rail closer to hillside
- Construct railroad spur
  - Rail bench will be lowered by 14 feet in some places to meet slope requirements



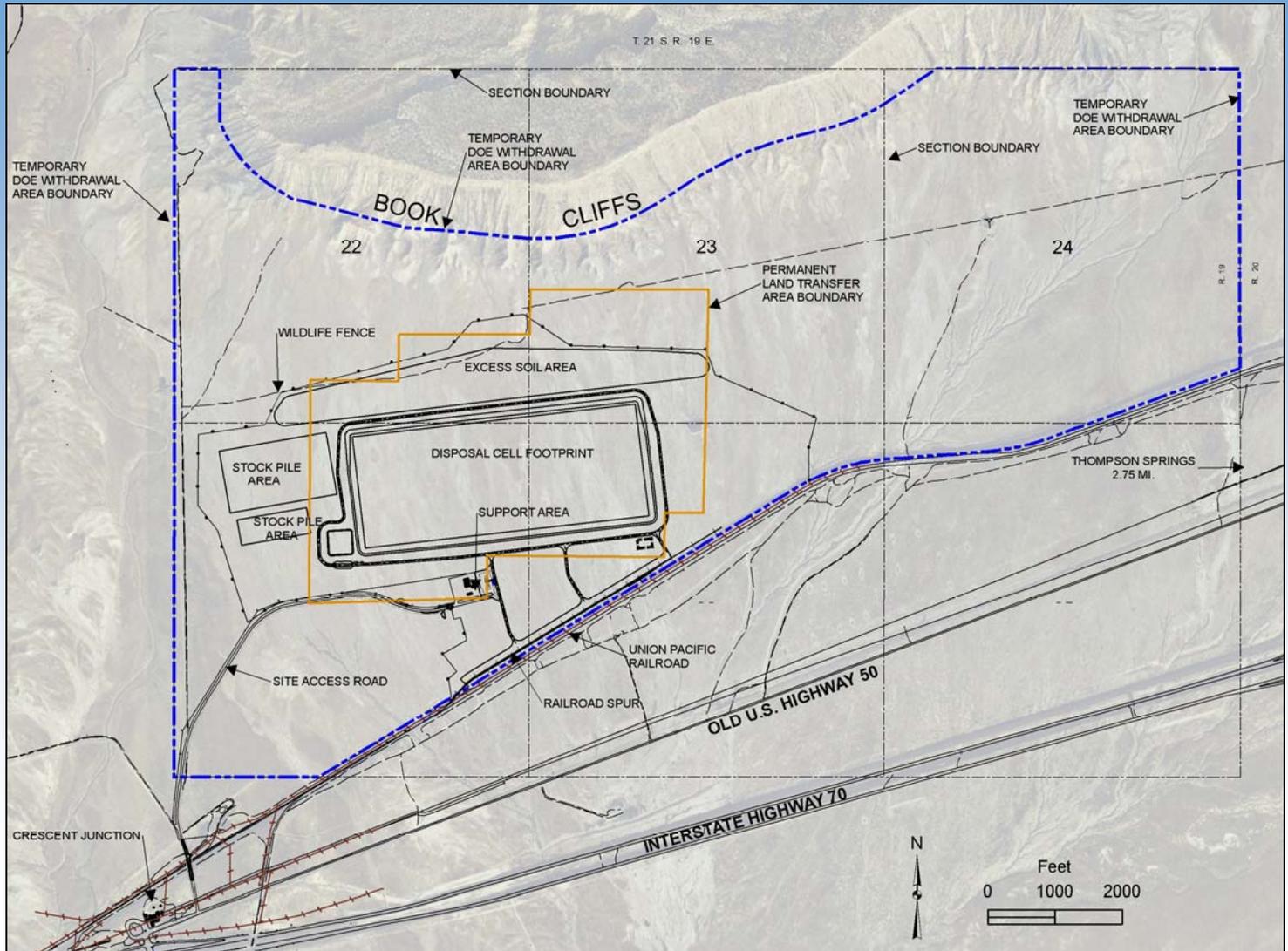
# Moab Site Infrastructure Work (continued)

- Drainage improvements
  - Designed to handle 100-year flood
- Receive empty containers to be staged
- Construct access roads around Support Area
- Install container loading chute and support ramp on tailings pile



Example container to hold tailings

# Crescent Junction Site



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# Crescent Junction Infrastructure Work

- Construct railroad spur
- Construct access roads between rail siding and disposal cell
- Complete drainage improvements
- Complete disposal cell excavation
- Complete support facilities
  - Staff changing facility
  - Administrative and management office trailers



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# Infrastructure Work Next Steps

- Moab
  - Begin uphill haul road first
  - Earthwork on both sides of track
- Crescent Junction
  - Complete infrastructure

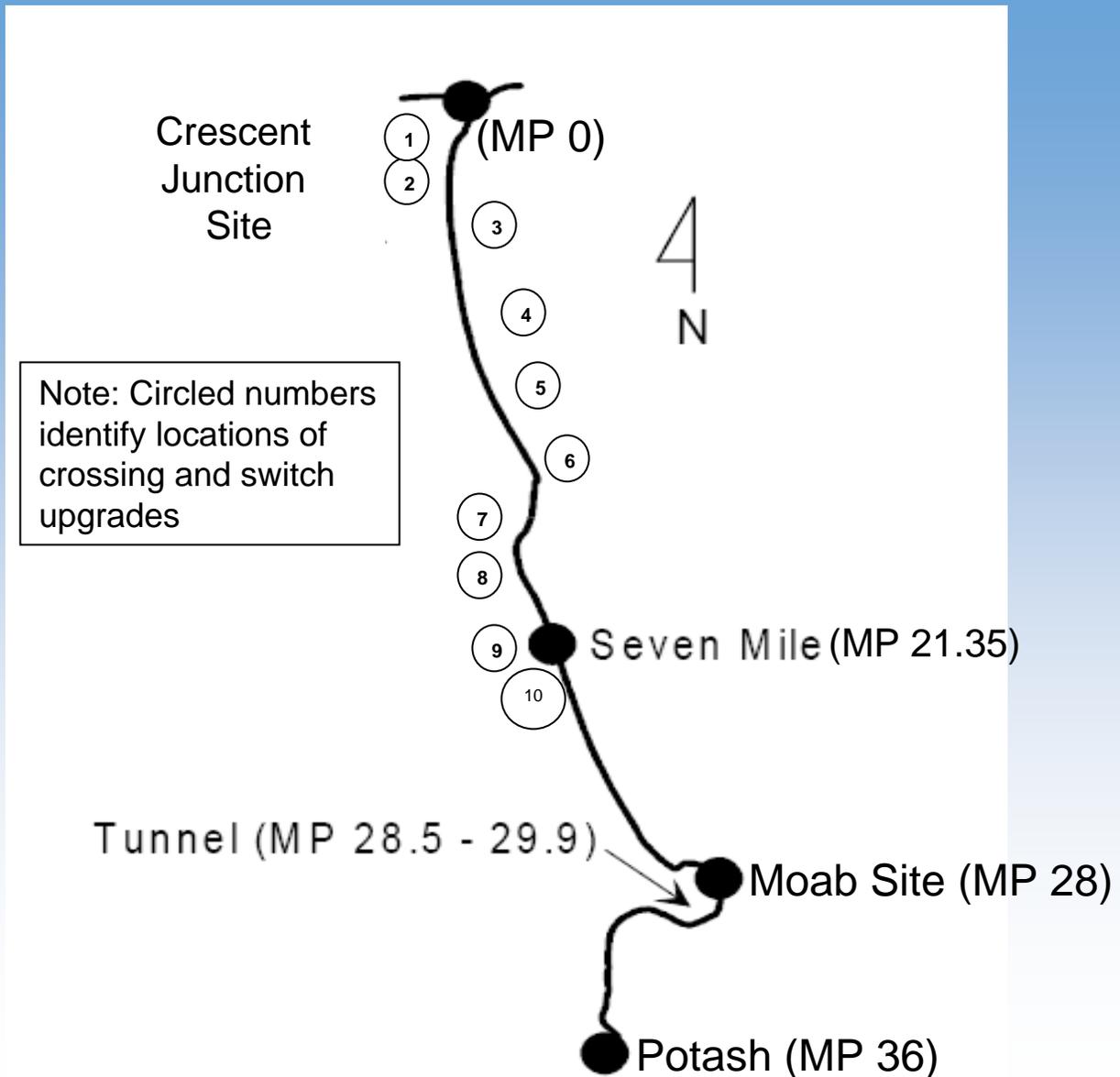


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# Railroad Route



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# Photos of Existing Track at Moab



Branch line



Tunnel

Hillside above track

Branch line



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# UP Infrastructure Work

- Replace approximately 25,000 ties and spikes
- Convert Brendel switch (at Crescent Junction) from hand to electronic
- Upgrade nine road crossings; example upgrades:
  - New flashing lights with gates
  - Replace existing surface and re-grade approach
  - Replace existing stop signs on both sides
- Can lay 3,000 feet of track in a few days
- Keep existing service to Intrepid Potash as long as possible



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# Schedule

- Receive permits for haul road and rail load out – October 2008
- Negotiate contracts with UP – October 2008
- Baseline survey of railroad track – October 2008
- Receive UDOT permit for SR 279 crossing – December 2008
- Install lidding structure – December 2008
- Install new gantry crane – January 2009
- Install rock fall protection – January 2009
- Construct haul road – February 2009
- Rail modifications and improvements – March 2009
- Conduct readiness reviews – May 2009
- Begin tailings haul – May 2009



# Shipping Schedule

- Begin with 22 railcars, each holding 4 containers
  - Increase to 34 railcars in 2012
- One rail shipment per day, Monday through Thursday
- Train will depart Moab around 4:00 p.m. and arrive back at Moab the next morning by 6:00 a.m.
- During full operation, a haul truck will cross SR 279 about every 3.5 to 4 minutes



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# Questions and Answers



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