

VARIANCE REQUEST

To: Mayor and Board of Aldermen

Date: April 7, 2008

Request Made By: Memphis Stone and Gravel Co. on behalf of property owners

Address: P.O. Box 1683 Phone: 901-774-7874

Location of Variance Requested: T9S, R7W, Section 18, Panola County, MS

Hwy 35 South. See attached map

Ward: 3 Zone: R1 and C2

Variance Requested: Sand and Gravel Mining

Reason for Request: Owners desire to mine sand and gravel and conveyor material to existing wash plant for processing.

Signature of Requester

Signature of Property Owner

FOR OFFICE USE ONLY

Fee: Date: APPROVED () DENIED ()

City Clerk

Mayor

Memphis Stone and Gravel Company

Operations Narrative

Proposed Expansion of Brasell Mine Operations

Seale Property

Map 184, Section 18, Parcels 6 and 25

Panola County, MS

Haire Property

Map 184, Section 18, Parcels 4,

5, 23, 24

Panola County, MS

May 1, 2008

INTRODUCTION

Memphis Stone and Gravel Company seeks authorization to operate a sand and gravel mining and processing operation on two separate parcels in Panola County. The parcels are listed below and commonly referred to jointly as “Seale-Haire”:

1. Seale
2. Haire

PROJECT SUMMARY

The Seale-Haire lease contains approximately 65 acres, which includes about 18 acres inside the city limits of Batesville. The project is near MS&G’s existing wash plant permitted as the "Brasell Mine" The property is located approximately a one mile south of Highway 6 on the west side of Hwy 35. Memphis Stone and Gravel Company has a ten year lease on the property.

ENVIRONMENT, SAFETY, and COMMUNITY

Memphis Stone and Gravel Company must comply with strict regulations pertaining to environmental protection and worker safety. The company is regulated by state and federal agencies, primarily the Mississippi Department of Environmental Quality, the federal Mine Safety and Health Administration (MSHA), The US Department of the Army Corps of Engineers, state and federal Department of Transportation (DOT), and the federal Environmental Protection Agency (EPA).

Based on national and local trends it takes approximately 10 tons of aggregate each year for new construction and to maintain our existing infrastructure. The growth in Tate County demands a good source of local aggregate. Memphis Stone & Gravel Company believes this deposit will be an asset to the local economy and will likely be lost to future residential development if not managed as a resource for construction material. Memphis Stone and Gravel Company has listed all the relative project information on its website at www.msgravel.com.

PROJECT DURATION

It is difficult to predict exactly the start date because of the uncertainties about future demand at our existing operation and the possibility of future reserves being added to existing operations. We expect the project to have a 5 to 10 year time line after the start date.

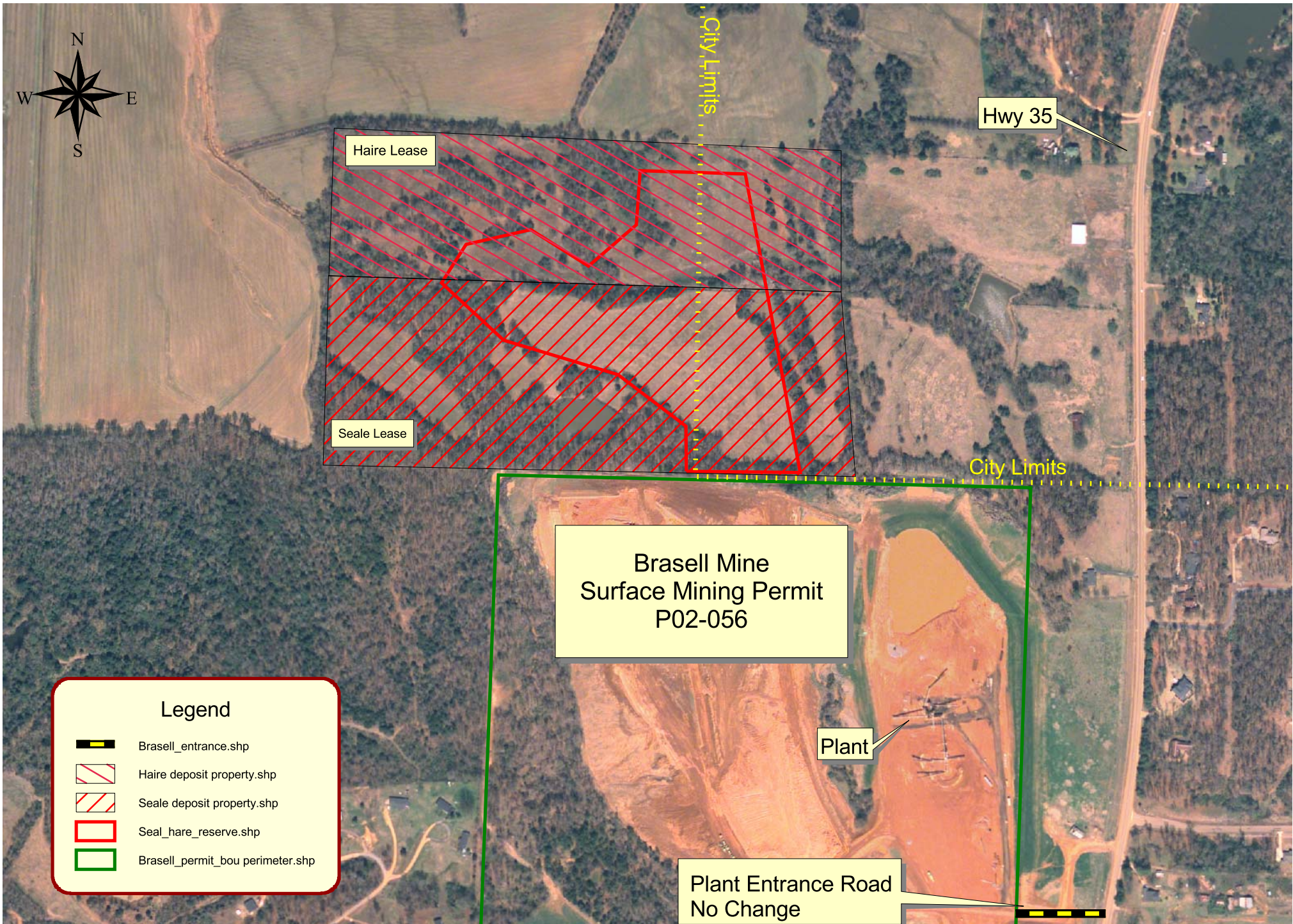
MINING PROCESS

Principle operations can be divided into 1) stripping, 2) mining, 3) processing, 4) sales and 5) reclamation. Stripping overburden is generally accomplished using scrapers, excavators and trucks, or dozers. A hydraulic excavator (appx. 5 cubic yard) will be used to mine the sand and gravel. One to two front-end loaders will be used to feed the raw product to a conveyor system, which will transport the material to a stationary wash plant using water to clean and separate the sand from the rock. The plant is located to the south of the project area on the Brasell property.






The resource can be divided into two categories: 1) processed material (i.e., washed product) and 2) clay gravel. The processed materials are separated into five basic products: 1) concrete sand, 2) masonry sand, 3) pea gravel, 4) size #57 gravel (¼ inch to ¾ inch), and 5) oversize (+2 inch). These materials are then marketed primarily for construction aggregate (e.g., ready mix concrete and asphalt concrete). The finished products are loaded onto trucks by front-end loaders at the wash plant site. Trucks are weighed and ticketed prior to them leaving the property. Approximately 10% of the resource is identified as “clay gravel” and will not be processed at the wash plant. Clay gravel is stripped and stockpiled near the pit prior to mining the wash product. Clay gravel will normally not be conveyed; instead it is trucked in an “unprocessed” state directly to the job site (after it is weighed at the plant). Clay gravel will be hauled along the same conveyor route (discussed above) to the plant site to be weighed.

Although reclamation is identified as the fifth step above, the bulk of the reclamation activity is done concurrently with stripping operations. As one pit is stripped the overburden is hauled to the previously stripped and mined pit. This is the most efficient process, as you do not want to “rehandle” overburden. Final grading follows and the site is stabilized with vegetation. The project is still in the mine planning stages, but it is expected to begin mining on the north end of the project and then move south. The mined out basins could be used as part of the processing system and actually filled in over time with sand and clay. The property will be permitted for this type of use.

Mined material is a naturally wet product and very little dust is generated by the actual mining activity. Occasionally, the haul roads will dry out and contribute to dust. Memphis Stone & Gravel Company uses water trucks to spray water on haul roads when conditions warrant. Memphis Stone & Gravel Company uses a variety of operational practices to help control noise. In most instances, operational areas are isolated with soil berms built around the operations to help buffer noise and reduce our visibility to the public. Material stockpiles placed between operations and perimeters also reduce noise levels considerably. Memphis Stone & Gravel Company has began using innovative MSHA approved backup alarms that eliminate “beep-beep” sounds from conventional alarms by using a different alarm sound frequency which quickly dissipates as it moves away from the alarm.



Legend

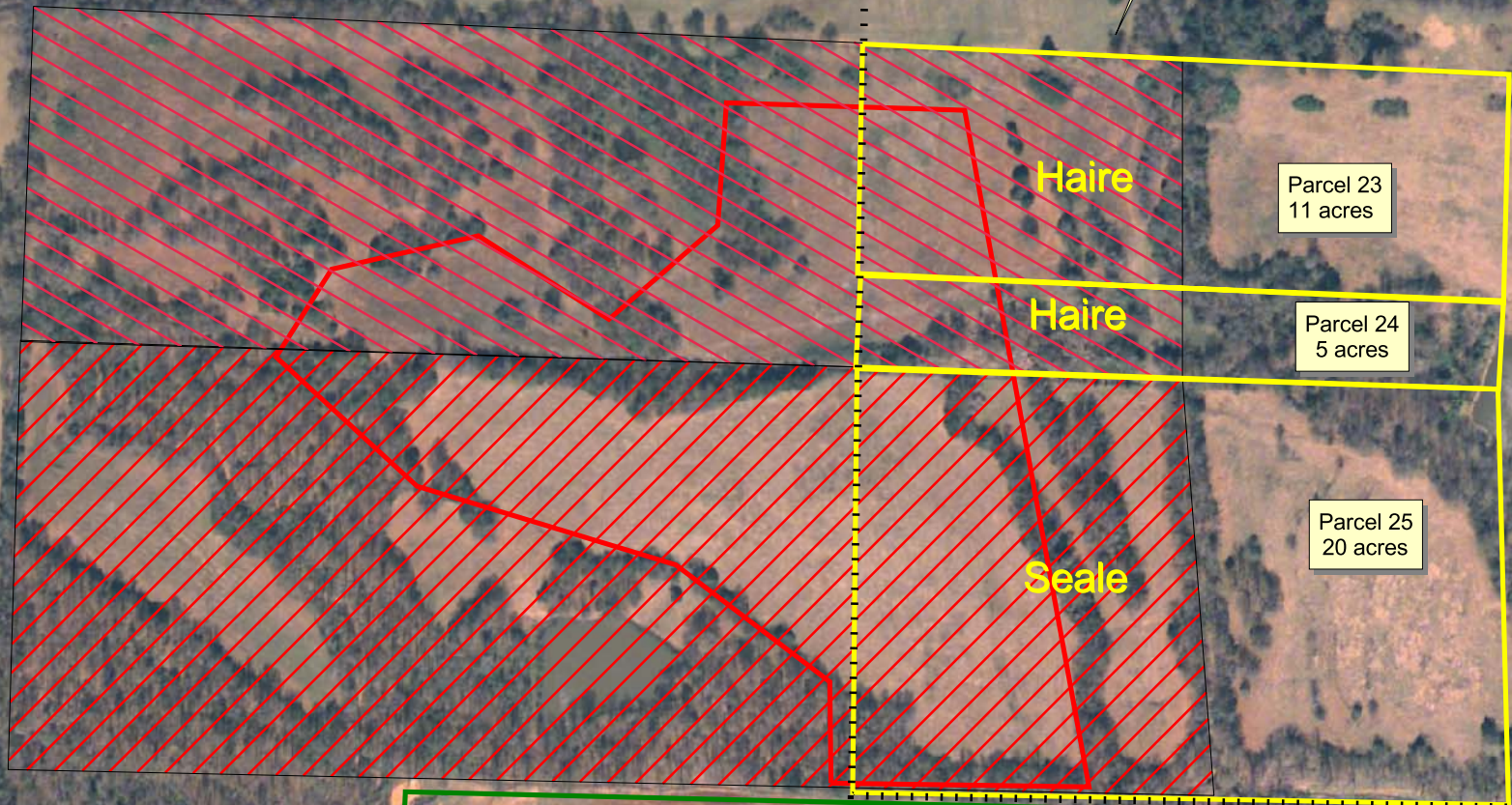
-  Brasell_entrance.shp
-  Haire deposit property.shp
-  Seale deposit property.shp
-  Seal_hare_reserve.shp
-  Brasell_permit_bou perimeter.shp

500 0 500 1000 1500 Feet



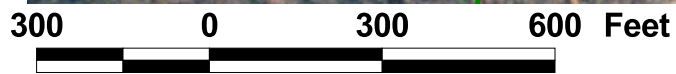
City Limits






All Parcels in Section 18
Map 184, Panola County



Highway 35

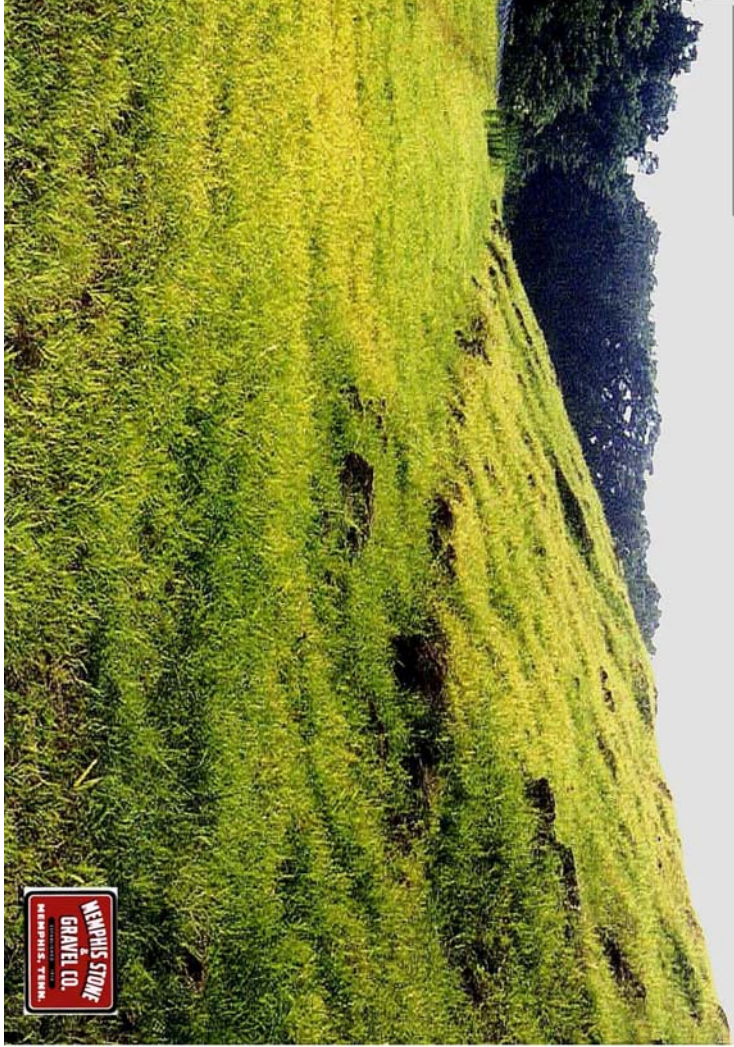
Brasell Mine
Memphis Stone & Gravel Co.



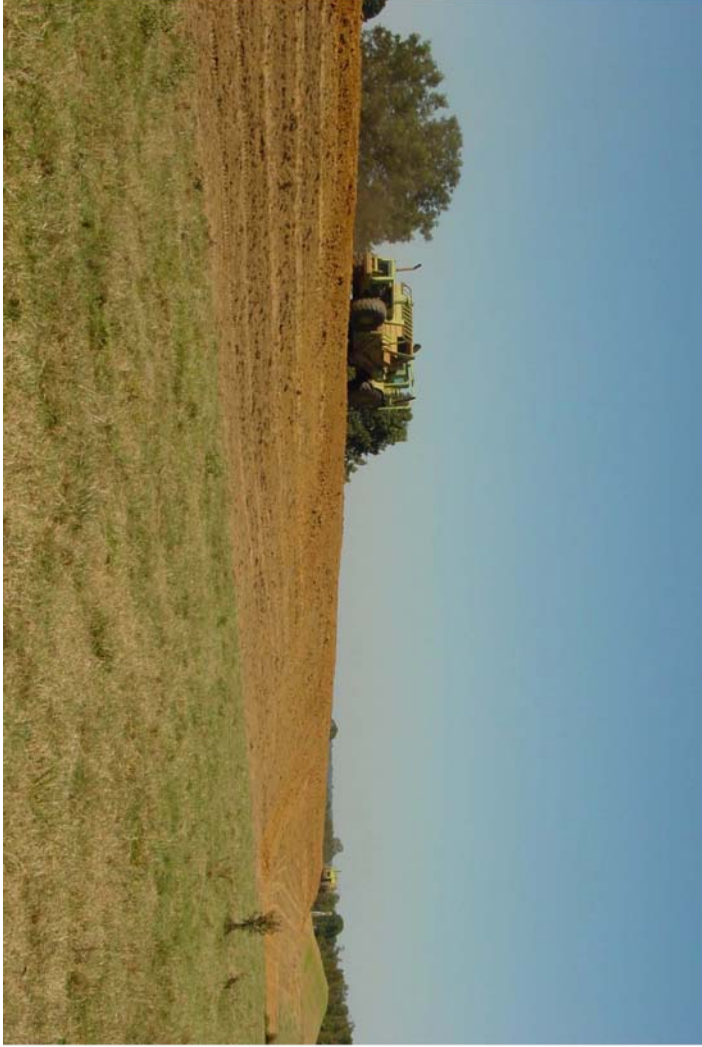
-  Parcel Boundary
-  Haire Property Lease
-  Seale Property Lease
-  Resource (excavation) Boundary
-  Brasell Property Lease

Memphis Stone & Gravel Co.
City of Batesville Variance Request
Seale-Haire Lease
April 10, 2008

SEEDED BERM



CONSTRUCTING A BERM FOR NOISE CONTROL. NOTE THAT OPERATIONS WILL BE BEHIND THIS BERM.



MINING OPERATIONS ARE GENERALLY 20 TO 30 FT. BELOW GROUND SURFACE AND BEHIND ISOLATION BERMS.



COMPLETE RECLAMATION, NORTH PLANT, SHELBY COUNTY, TN.



TRUCKING POLICY POSTED

#897-016

TRUCK REGULATIONS FOR MEMPHIS STONE AND GRAVEL COMPANY

TO COMPLY WITH MSHA (MINE SAFETY AND HEALTH ADMINISTRATION) REGULATIONS AS WELL AS OTHER FEDERAL, STATE AND COMPANY POLICIES:

TRUCKERS MUST OBEY THE FOLLOWING RULES:

- OBEY ALL COMPANY FEDERAL AND STATE REGULATIONS WHILE ON THE MINE SITE.
- REMAIN IN VEHICLE WHILE IN LOADING AREA (LOADER OPERATORS WILL NOT LOAD YOUR TRUCK IF YOU ARE NOT IN THE TRUCK.
- YIELD RIGHT OF WAY TO ALL LOADERS AND OTHER OFF ROAD MOBILE EQUIPMENT.
- OBEY ALL TRAFFIC CONTROL SIGNS AND FOLLOW POSTED TRAFFIC PATTERNS.
- EXCESSIVE SPEEDS WILL NOT BE TOLERATED.
- HARD HATS MUST BE WORN IF YOU MUST EXIT THE TRUCK.
- LITTERING ON THE MINE PROPERTY AND THE APPROACHING COUNTY, STATE OR CITY ROADS IS STRICTLY FORBIDDEN.
- DO NOT CLIMB ON YOUR TRUCK FOR ANY REASON WHILE ON MINE PROPERTY.
- THE LIFE YOU SAVE MAY BE YOUR OWN.

FAILURE TO COMPLY WITH THESE REGULATIONS COULD RESULT IN LOSS OF YOUR RIGHT TO ENTER ALL PROPERTY MINED BY MEMPHIS STONE AND GRAVEL COMPANY

JUN 3 2005



Example of a typical field conveyor and haul road