

Document Information Form

Mine Number: C/007/004

File Name: Internal

To: DOGM

From:

Person N/A

Company N/A.

Date Sent: JULY 1, 1983

Explanation:

INSPECTION MEMO TO COAL FILE.

cc:

File in: C/ 007, 004, Internal

Refer to:

- Confidential
- Shelf
- Expandable

Date _____ For additional information

ACT/007/004

#7

July 1, 1983

Memo to Coal File:

RE: Consolidation Coal Company
Emery Deep Mine
ACT/015/015
Folder No. 7
Emery County, Utah

Rick Summers and I (David Darby) departed from the office at 5:00 a.m., on June 28, 1983. We arrived at the Emery Deep Mine where we met with Ron Thompson and Rick Bardow. Ron Thompson escorted us around the mine area and pointed out such features as the settling pond for mine water discharge (300,000 gpd), future site of the coal preparation plant, coal stockpiles (stoker coal and run of the mill), the area designated for the surface mine and sedimentation ponds locations.

After departing the Emery Deep Mine, we drove up to the Trail Mountain Mine to see if they had started to install the stream channel culvert. Construction had not commenced as of yet.

On June 29, 1983, we met with Rob Wiley from Price River Coal Company. Rob directed us to several areas around the minesite which pertain to present or future modifications. Up Willow Creek we saw where two 64-inch culverts had washed out during recent snowmelt flooding. Plans are to replace washed out culverts with an old converted storage tank which has a diameter of 10 feet, and when converted should handle the flow of a 40 year runoff event.

We visited the storage pad up Barns Canyon where one of our inspectors had concerns about water flowing under the corner of the pad during the runoff season. It was determined that no adverse effects would take place and no mitigation procedures would need to be taken.

From this point, we could also see where disturbed runoff from Schoolhouse Canyon is diverted down the slope into Barns Canyon. The slope is underlain by solid rock or covered by large rocks for the most part, however, it was thought that riprap will be needed at the base of the slope. A letter detailing this information will be sent to the operator.

We made a stop to look at the new potable water treatment system which is presently being installed. It is anticipated that the plant will process about 200 gallons per minute when on line.

We next visited two areas up Hardscrabble Canyon. The first area was to view a culvert that had been installed to convey disturbed runoff after a slide had destroyed the previously existing diversion channel. The culvert apparently has resolved the damage situation, however, plans will need to be submitted. The second area was located in a tributary to the canyon, a place

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where Price River wanted to do some reclamation. Their proposal is to eliminate the use of the sedimentation pond during reclamation so that an access road and the reclaimed stream channel can be located in the bottom of the canyon floor. The alternative to use contour trenches was suggested, however, it was stated by the Division that more contour information will be needed and more studies done on contour trenches to see if they would work properly and satisfy OSM.

After leaving Price River Coal Company, we drove to Valley Camp's Belina Mine. The road to the mine was under construction being prepared for the macadam. The drop drains were installed and the workers were tamping the dirt around them.

We then drove up the Skyline Mine. All the miners and truck drivers are on a two week vacation and travel to the mines was easy. We observed several areas where spring runoff had caused damage. UDOT was constructing the highway above the mine. It was hard to distinguish what activity was from mining and what activity was from construction of the highway. Mitigating measures should be taken as soon as possible to bring the areas damaged during the spring flooding back into compliance. Areas where straw bales filter runoff should be redone and the bales stabilized correctly. UDOT should be informed that better controls should be utilized to prevent sediment reaching streams.

DAVID W. DARBY
RECLAMATION HYDROLOGIST

DWD/btb

Statistics:

Vehicle: State Motor Pool--740 miles
Per Diem: Two persons X \$55 each = \$110
Grant: A & E