0004

UTAH
NATURAL RESOURCES
Oil, Gas & Mining

3 Triad Center • Suite 350 • Salt Lake City, UT 84180-1203 • (801) 538-5340

File

inspection report

Permit No. ACT/007/005
Inspection Date 10/29/86

Permittee/Operator Name UTAH FUEL COMPANY
Business Address P.O. BOX 719
City HELPER State UTAH Zip 84526
Mine SKYLINE ☒ Surface ☒ Underground ☐ Other
County CARBON State UTAH
Company Official(s) KIETH ZOBELL
State Official(s) DAVID LOF
Time of inspection 2:00 ☐ a.m. ☒ p.m. to 4:15 ☐ a.m. ☒ p.m. ☒ Partial ☐ Complete
Date of last inspection 10/22/86 Weather conditions MOSTLY SUNNY & WARM
Acreage 4,839 ☐ Permitted, 75.9 ☐ Disturbed ☐ Regraded ☐ Seeded 75.9 ☐ Bonded
Enforcement Action NONE

COMPLIANCE WITH PERMITS AND PERFORMANCE STANDARDS

	YES	NO	N/A	COMMENTS
1. Permits	☐	☐	☐	☐
2. Signs and markers	☐	☐	☐	☐
3. Topsoil	☐	☐	☐	☐
4. Hydrologic balance				
a. — Stream channel diversions	☑	☐	☐	☑
b. — Diversions	☑	☐	☐	☑
c. — Sediment ponds and impoundments	☐	☐	☐	☐
d. — Other sediment control measures	☑	☐	☐	☑
— Surface and groundwater monitoring	☐	☐	☐	☐
— Effluent limitations	☐	☐	☐	☐
5. Explosives	☐	☐	☐	☐
6. Development waste and spoil disposal	☐	☐	☐	☐
7. Coal processing waste	☐	☐	☐	☐
8. Noncoal waste	☐	☐	☐	☐
9. Protection of fish, wildlife, and related environmental values	☐	☐	☐	☐
10. Slides and other damage	☐	☐	☐	☐
11. Contemporaneous reclamation	☐	☐	☐	☐
12. Backfilling and grading	☐	☐	☐	☐
13. Revegetation	☐	☐	☐	☐
14. Subsidence control	☐	☐	☐	☐
15. Cessation of operations	☐	☐	☐	☐
16. Roads				
— Construction	☐	☐	☐	☐
— Drainage controls	☐	☐	☐	☐
— Surfacing	☐	☐	☐	☐
— Maintenance	☐	☐	☐	☐
17. Other transportation facilities	☑	☐	☐	☑
18. Support facilities and utility installations	☐	☐	☐	☐

WHITE — DOGM YELLOW — OSM PINK — PERMITTEE/OPERATOR GOLDENROD — NOV FILE

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4a. Stream Channel Diversions

In conjunction with the stabilization and paving of the highway up past the mine this summer UDOT installed a culvert in the South Fork of Eccles Creek which connected the operators South Fork bypass culvert with the existing culvert under the highway. This area was then used by UDOT for disposal of excess fill material from the road. A drop drain was installed at the low point of this fill so that runoff from the surrounding highway downslopes and undisturbed slopes would enter the culvert just above the old bypass culvert inlet. Since my 8/29/86 inspection UDOT has regraded the highway downslopes and hydromulched the disturbed area. I asked Mr. Zobell to place a ring of strawbales around the drop drain inorder to help prevent additional contributions of sediment to the streamflow from the area disturbed by highway construction.

4b. Diversions

During my 10/22/86 inspection I asked Mr. Zobell to install some additional coconut fiber blanket in several areas in the lower portion of the North Fork emergency overflow channel where the channel was too close to the edge of the existing blanket. Mr. Zobell had not yet had time to install the additional blanket but said he would as soon as possible.

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4.d. OTHER SEDIMENT CONTROLS

A CONSIDERABLE AMOUNT OF COAL FINES HAVE BEEN SPILLED ALL ALONG THE STATE HIGHWAY BETWEEN THE #1 MINE AREA AND TRUCK LOADOUT AREA. THIS PROBLEM HAS JUST BECOME EVIDENT OVER THE LAST TWO MONTHS AND APPEARS TO CORRESPOND TO INCREASED TRUCKING BETWEEN THE TWO POINTS. THERE ARE THREE DIFFERENT COAL HAULAGE OPERATIONS OCCURRING IN THE AREA:

1) THE PORTABLE STOKER COAL UNIT IS STILL IN OPERATION ON THE #1 MINE PAD FROM WHICH TRUCKS LOADOUT STOKER COAL TO CUSTOMERS.

2) COAL FROM THE NEWLY OPENED #1 MINE IS BEING TRUCKED DOWN TO THE LOADOUT AREA.

3) THE OPERATOR IS TRUCKING COAL FROM THE TRUCK LOADOUT UP TO THE OPERATORS TWO OPEN COAL STORAGE PILES ON THE #1 MINE PAD AND MIDDLE FORK PAD.

COAL FINES ALONG THE NORTH SHOULDER OF THE ROAD ARE 1/4 - 1' DEEP AND 4-6' WIDE. THE SOUTH SHOULDER HAS PROBABLY BEEN EFFECTED EQUALLY BUT IT LOOKS WORSE BECAUSE OF SLAG CHIPS ALONG THE SHOULDER. THERE DOES NOT APPEAR TO BE A SIGNIFICANT PROBLEM FROM THE TRUCK LOADOUT DOWN THE HIGHWAY TOWARD THE TRAIN LOADOUT AREA.

THE PROBLEM SEEMS TO BE DUE MOSTLY TO OVERLOADING THE TRUCKS AT THE #1 MINE AREA. ANOTHER POSSIBLE CONTRIBUTOR IS COAL FINES PICKED UP IN TIRES IN THE #1 MINE

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1.d. CONTINUED

AREA WHERE THE LOADING AREA IS SURFACED WITH COAL VERSUS THE TRUCK LOADOUT AREA WHICH IS BLACK TOPPED & THEREFORE MUCH LESS CONTACT WITH COAL FINES.

THE PROBLEM SHOULD DIMINISH IN THE NEXT FEW MONTHS FOR THE FOLLOWING REASONS:

1) THE OPERATOR HAS CEASED MINING IN THE #1 MINE AND WILL NOT START MINING IN THE #1 MINE AGAIN UNTIL AFTER COMPLETION OF THE CONVEYOR FROM THE MINE TO THE COAL SILO. THE CONVEYOR IS TO BE CONSTRUCTED THIS COMING SPRING AND WILL ELIMINATE THE NEED FOR TRUCKING COAL DOWN TO THE TRUCK LOADOUT.

2) THE NEW STOKER UNIT CONSTRUCTED AT THE COAL STORAGE/TRAIN LOADOUT AREA IS ALMOST READY TO PRODUCE STOKER COAL. THEREFORE THE PORTABLE STOKER UNIT ON THE #1 MINE PAD WILL NO LONGER BE NEEDED AND THIS COAL HAULAGE OPERATION WILL NO LONGER BE A FACTOR

IN ORDER TO ADDRESS THE PROBLEM IN THE SHORT TERM THE OPERATOR IS GOING TO BE MORE CAREFUL TO LOAD THE TRUCKS LIGHTER TO AVOID SPILLAGE AND CLEAN THE COAL FINES OFF THE ROAD SURFACE TO THE EXTENT POSSIBLE. CLEANING THE ROAD SURFACE WILL ALSO HELP IN DETERMINING THE MAGNITUDE OF THE PROBLEM.

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17. OTHER TRANSPORTATION FACILITIES

THE OPERATOR HAD COMPLETED THE MAINTENANCE OF DRAINAGE CONTROLS ALONG THE CONVEYOR BENCH AS DISCUSSED DURING THE 10/22/86 INSPECTION. THE OPERATOR HAD REGRADED SOME AREAS OF THE BENCH, BERMED OTHERS AND INSTALLED WATER BARS TO DISSEMINATE RUNOFF + DIRECT IT TO EXISTING CHANNELS

Copy of report mailed to DONNA GRIFFIN - OSM KEITH ZOBELL - UTAH FUEL CO.

Copy of report given to SUE LINNER + JOE HELFRICH - DOGM

Inspector's signature David Lof 11/18/86 No. #4

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