FILE

April 9, 1984

Inspection Memo
to Coal File:

RE: Diamond Shamrock Coal Unit
Trail Mountain Mine
ACT/015/009, Folder No. 7
Emery County, Utah

On March 14, 1984, a partial inspection was conducted at the above mentioned minesite by Division Inspector David Lof. He was accompanied on the inspection by Bob Downey and Allen Childs of Natomas.

On February 2, 1984, I issued to the operator Notice of Violation N84-4-2-1 for failure to mine in accordance with an approved interim mine plan. The remedial action required the operator to submit as-built plans to the Division for approval of the modification to the inlet structure of the Cottowood Creek bypass culvert. During my February 9, 1984 complete inspection at the minesite, Mr. Childs gave to me the as-built plans for the inlet structure. These plans were reviewed by Rick Summers, Division hydrologist and a letter sent to the operator on March 7, 1984 requesting additional information. I asked Mr. Childs if he had received the letter, he said that he had and that he was working on a response to the letter. I stressed to Mr. Childs the importance of a prompt response to the letter so that the Division could determine whether or not the structure is adequately sized and constructed to handle peak flows. This determination is very important because of the expected high flows during spring runoff, and the sooner any deficiencies can be determined, the sooner the inlet can be reconstructed as necessary to alleviate any potential threat to the minesite.

The inlet to the Cottonwood Creek bypass culvert is a 96-inch culvert which narrows to 66 inches. The concrete collar around the culvert is 18-24 inches thick above the top of the bypass culvert. The majority of the riprap used to construct the present wing walls for the inlet is three to four feet plus in diameter.

Mr. Childs informed me that they had recently walked the inside of the 66 inch bypass culvert and they had found one section of culvert which had started to collapse so they had replaced it. The operator should be commended for the recognition and prompt response to the problem.

The sediment pond had been cleaned out and made deeper since my last inspection. During the cleaning process they found that the primary decant riser had been damaged this winter, apparently by ice. They have installed a new CMP riser, but still need to cut it off to the correct height and install the oil skimmer. While discussing this with Mr. Downey, I told him that several of the other mines have had the same problem with ice in their sediment ponds damaging their CMP risers. I suggested to him that he replace the CMP with a rolled pipe of the exact same size as the CMP and grease it in the fall in order to provide a slippage surface. Following the inspection, Mr. Downey made arrangements to obtain a rolled metal pipe the same size as their CMP riser. I told him it would not be necessary to submit plans to the Division for approval since the rolled metal pipe would be the same size as the corrugated metal pipe and, it would not change any of the design specifications for the sediment pond. Mr. Childs informed me that

most of the wet material taken out of the sediment pond had been stockpiled just upstream of the pond and that some of the dry material had been stockpiled at the north end of the mine yard for use as pad base material in the mine yard.

Sediment pond inspection reports were available through March 9, 1984. The February 21 inspection noted that the stand pipe had been damaged. The February 14 inspection indicated that they had started to dredge the sediment pond. The March 1 inspection indicated that the dredging of the pond had been completed and the March 9 inspection noted that they still needed to complete the replacement of the stand pipe.

The fuel tanks which were located near the sediment pond had been moved to a point closer to the mine offices, across from the substation. Mr. Downey informed me that they were planning on constructing a retaining wall around the fuel tanks for the purpose of spill containment.

I inspected the inlet to the 48-inch bypass culvert. The trash rack at the inlet is constructed of four inch rebar screen, it is installed almost flush with the culvert opening.There is some question as to whether or not this trash rack is adequate. This question will require further review of the operator's mine plan and will be addressed in my next inspection memo.

The discharge point for the Cottonwood Creek bypass culvert appeared to be adequate. Again, the operator's mine plan should be reviewed to insure that the outlet meets the design requirements. This will be addressed in my next inspection memo.

David Lof
Field Specialist

DL/btb

cc: Jodie Merriman, OSM
Allen Childs, Diamond Shamrock Coal Unit
J. Helfrich, DOGM
M. Boucek, DOGM

Statistics:

Vehicle:	EX49611 - 374 miles
Per Diem:	1 person X 2 days, 3 hours = $113.01
Grant:	A&E

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