

Document Information Form

Mine Number: C/015/018

File Name: Internal

To: DOGM

From:

Person N/A

Company N/A

Date Sent: September 1, 1978

Explanation:

Memo to File

cc:

File in: C/015, 018, Internal

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Route
M.T.M. for
JWS

September 1, 1978

Memo to File:

015/018-A
017

Re: Utah Power and Light
Deer Creek and Church Mines

On August 17, 1978 Mike Minder and Mike Thompson met Mr. Karl Gurr, Mining Engineer for U.P.&L. to discuss and inspect their proposed road and sedimentation pond designs for the Deer Creek and Church Mines.

The engineering for the Deer Creek access road designed to bring it into compliance with O.S.M. grade requirements was questionable. Specifically, the amount of earthwork necessary to obtain stable slopes may have been over-estimated. Mr. Gurr stated that U.P.&L. was not satisfied with the engineering, and Pullman-Torkelson has been dropped from the project and Morrison-Knudsen Company, Inc. will do the work in the future. It is the concensus of the staff that the road should not be reconstructed as it is paved and the side slopes are stablized. Reconstruction will cause more sediment production than presently exists.

The sedimentation pond location at the Deer Creek Mine has been carefully chosen and soil testing will begin the next week. The conveyor system at the site will be moved closer to the road to make room for the pond. A culvert will be placed so as to divert runoff from the left hand fork of the canyon away from the pond and the disturbed area. The present open diversion channel will be replaced with a culvert as it passes through the disturbed area and collects wind blown sediment and spillage from the conveyor.

On the date of the inspection there was a discharge of water running down the gully below the conveyor. The water was very turbid and carried a high concentration of coal dust. The source of the water was a leaking hose and the washing of vehicles on the lower area. Mr. Gurr stated that the problem would be corrected.

Sections of roads within the Church Mine (Deseret-Behive-Dove Mine) are also above road grade specifications. These roads are not paved, but are rather stable on the road surfaces themselves. The inside cut slopes are vertical and appear to be cut in unconsolidated material in a number of locations. Mr. Gurr stated that the roads have been in existance for a considerable amount of time and have no history of slope failures.

U.P.&L. plans to lay asphalt on the pad of the Dove Mine with a berm on the outside edge. This pad collects runoff from the watershed above it and directs the into underground sumps to be used in mining.

Two alternatives exist for sedimentation pond locations at the Church Mine. The first is located in the extremely steep and narrow canyon below the shop facilities. The proposed dam is located where the Star Point Sandstone outcrops and according to U.P.&L. will have to be 75 feet high to obtain the necessary

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Refer to Record No. 0004 Date 9-1-78

In C/ 015, 018, Internal

For additional information

Memo to File
September 1, 1978
Page two

storage volume. The second alternative is in the canyon bottom on State Land. Due to the distance from the mine the effectiveness of this pond is less than the other, but environmental damage due to construction roads is less and reclamation potential is greater.

KMT/sp
cc: O.S.M. Denver

K. MICHAEL THOMPSON
ENGINEERING GEOLOGIST

KMT