

Document Information Form

Mine Number: C/015/018

File Name: Internal

To: DOGM

From:

Person N/A

Company N/A

Date Sent: March 15, 1983

Explanation:

Inspection Memo

cc:

File in: C/015, 018, Internal

Refer to:

- Confidential
- Shelf
- Expandable

Date _____ For additional information

March 15, 1983

Inspection Memo
to Coal File:

RE: Utah Power & Light Company
Deer Creek Mine
ACT/015/018-A
Folder No. 7
Emery County, Utah

On March 3, 1983 a partial inspection was conducted at the above mentioned mine operation. The purpose of the inspection was to discuss with the operator possible means of treating runoff from the C2 portion of the overland conveyor and its associated maintenance road in order to prevent to the extent possible additional contributions of suspended solids to runoff outside the permit area as required for the abatement of NOV N83-4-1-1. I was accompanied on the inspection by Larry Guymon, Emery Mining Corporation.

In order to easily identify each area along the overland conveyor I will identify the areas by the numbers which are painted on the inverted "U" (IU) supports for the conveyor.

From IU 1 the conveyor and associated maintenance road go downhill to IU 36, the conveyor crosses over Deer Creek between IU 36 and 37. Runoff from IU 1 to 36 flows down along the inside of the maintenance road and into Deer Creek at IU 36. It appeared that the problem in this area is the long downhill grade which allows runoff to develop excessive erosive energy. We discussed the possibility of placing water bars along the road in order to dissipate this energy and to get the water off the erosive surface of the road.

From IU 38 to 81 the conveyor passes immediately adjacent to the mine access road (there is not a maintenance road) and the creek is on the north side of the conveyor, no sediment control measures were discussed for this stretch of the conveyor at the time of this inspection. It will be discussed during the March complete inspection.

The maintenance road starts again along the south side of the conveyor at IU 81, at this point the conveyor is still going downhill. At approximately IU 98 there is an access point from the mine access road to the maintenance road. At this point there is an area created by this access where a sediment basin and water bar could be placed in order to control runoff and sediment from IU 81 to 98.

At IU 99 the main stream channel is still on conveyor, on the south side is the maintenance road and then you have the mine access road. From IU 99 and maintenance road continues down along the conveyor and runoff passes north under the conveyor and enters

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Refer to Record No. 0078 Date 3-15-83

In C/ 015, 018, Internal

For additional information _____

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In order to easily identify each area along the overland conveyor I will identify the areas by the numbers which are painted on the inverted "U" (IU) supports for the conveyor.

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From IU 38 to 81 the conveyor passes immediately adjacent to the mine access road (there is not a maintenance road) and the creek is on the north side of the conveyor, no sediment control measures were discussed for this stretch of the conveyor at the time of this inspection. It will be discussed during the March complete inspection.

The maintenance road starts again along the south side of the conveyor at IU 81, at this point the conveyor is still going downhill. At approximately IU 98 there is an access point from the mine access road to the maintenance road. At this point there is an area created by this access where a sediment basin and water bar could be placed in order to control runoff and sediment from IU 81 to 98.

At IU 99 the main stream channel is still on the north side of the conveyor, on the south side is the maintenance road, the old stream begins, and then you have the mine access road. From IU 99 runoff from the conveyor and maintenance road continues down along the conveyor until IU 119 where the runoff passes north under the conveyor and enters the main stream channel.

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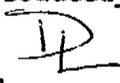
While looking at this area we found that there is a flat area on the north side of the conveyor by IU 119 between the conveyor and the main stream channel. It was suggested that this may be a possible area for some sort of runoff and sediment control to be implemented such as a small sediment basin or silt fence. The possibility of placing water bars between IU 99 and 119 was also mentioned, this would control the velocity of the runoff.

At IU 121 the main stream channel passes back under the conveyor to the south side meeting up with the old channel. The area from IU 121 to 135 was fairly flat, there was a high spot at IU 135, and runoff seems to pond in the middle. It was suggested that perhaps the best means of treating the water between IU 121 and 135 would be to use silt fence or some other means to filter the water and convey the water off the road and into the stream.

From IU 135 the conveyor continues on down hill to approximately IU 179 where it starts to flatten out. At IU 190 the conveyor starts up a steep grade to IU 197 at the top, which is almost at the end of the overland conveyor. Between IU 135 and 197 there are three cross-culverts. One at IU 179, one at IU 184 and one at IU 190. We discussed the possibility of grading the maintenance road to insure that it would be graded toward the conveyor, placing a berm along the south side of the maintenance road from IU 135 to 197 and placing water bars across the maintenance road in order to control runoff velocity. The runoff would be directed to the cross-culverts where it would be filtered by some means prior to entering Deer Creek.

The suggestions made during the inspection were just that, they were suggestions, based on an on-site inspection by this inspector and Mr. Guymon. There are many different ways in which to control runoff and sediment. The primary problem which seems to be facing the operator is controlling the runoff velocity. Secondarily the operator needs some means of filtering the runoff prior to entering the receiving waters.

It is noteworthy to mention that during the course of the inspection we observed four deer cross under the overland conveyor at IU 159, in fact we noticed them cross under it several times and with absolutely no hesitation whatsoever.


DAVID LOF
FIELD SPECIALIST

DL/lm

cc: Tom Ehmett, OSM
Larry Guymon, Emery Mining Corporation
Joe Helfrich, DOGM

Statistics:

Vehicle: EX #45424 - 377 miles
Per Diem: 1 person x 1 day, 9.5 hours = \$50.78
Grant: A & E