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STATE OF UTAH
NATURAL RESOURCES
Oil, Gas & Mining

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September 19, 1986

TO: Coal File
FROM: Phil Ralphs, Mine Inspector ^{PR}
RE: Operator's Request to Revise Wilberg Permit to Include the Fourth East Tube Conveyor Access Spur Road and Crane Pad as Permanent Structures, Utah Power & Light Company, Wilberg/Cottonwood Mine, ACT/015/019, Folder #3, Carbon County, Utah

Utah Power and Light (UP&L) has made a verbal request to the Division to include the above-referenced access spur road and crane pad as a permanent change to their permit. The reason for including these as permanent structures is to provide the operator with a means to access the conveyor tube, if, and when, maintenance is required. On September 20, 1985, the Division approved these structures on a temporary basis for construction of the conveyor tube (approximately 12 months).

The justification for this request (conveyor tube maintenance) is valid. Due to the small amount of acreage involved (approximately 0.22 acres) and the method of construction of the crane pad, approval of this revision should be fairly easy. However, the operator needs to address the following issues, in addition to the amended construction plans submitted on September 19, 1985.

UMC 784.11(b)(5) Operation Plan: General Requirements

A narrative explaining the removal of the structure, specifically the steel I-beams and timbers used in construction of the retaining wall. Originally, these were to be salvaged for reuse in other mine projects. This may no longer be applicable since removal may occur simultaneously with final abandonment.

UMC 784.13(b)(2) Reclamation Plan and UMC 800.11(b) Requirements to File A Bond

A summary of the cost of reclamation supported by bond calculations must be submitted by the operator.

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UMC 817.43(b) Hydrologic Balance

The operator needs to provide runoff calculations and drawings which demonstrate that the temporary berms and diversions are adequate to pass safely the peak runoff from a 10-year 24-hour event. If the in-place controls are not adequate to handle the event, the operator must modify controls to meet the appropriate standard.

UMC 817.170 Class II Road

The operator needs to provide justification for delegating the access spur road as a Class III road, since the permit change would allow the road to remain in place on a permanent basis. If this road can no longer meet the minimum requirements of a Class III road the operator must provide plans which will meet the performance standards of a Class II road, per UMC 817.160 - 817.166.

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