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State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF OIL, GAS AND MINING

Mine file

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November 16, 1993

TO: Mine File
FROM: Lowell P. Braxton, Associate Director, Mining *LOS*
RE: Hazard Remediation, Summit #1 Mine, ACT/043/001, Summit County, Utah

The Division of Oil, Gas, and Mining is attempting to remediate safety hazards attendant to a deteriorated bridge over Chalk Creek and caved mine workings at the above mine site. To this end a contract has been let with High Mountain Builders to fill in caved workings and to remove the bridge. These actions are considered hazard remediation, and do not in themselves constitute final reclamation of the Summit #1 site.

During the week of October 25, objections to the removal of the bridge were brought to the Division's attention by members of the Boyer family who use the bridge for access to ranching and farming operations on the south side of Chalk Creek. In this matter, the Division position is that the bridge was built to support coal mining operations, and given that the Summit #1 Mine for which the bridge was constructed has undergone bond forfeiture and in recognition of the unsound condition of the bridge, the Division determined removal to be in the interest of public health and safety. In determining to remove the bridge, the Division does not intend to jeopardize any access right-of-ways that allow crossing of Chalk Creek at the Summit #1 Mine location.

In an attempt to resolve the issue of the bridge, a removal meeting was held in the Division's offices November 5, 1993, at 2:00 p.m. Attending the meeting were Bill Boyer (336-3432), David Dawes (255-6628), Sam Lewis (336-2369), Gary Boyer 479-1769. Representing the Division were Daron Haddock, Wayne Western and Lowell Braxton.

The Division's basis for removing the bridge as noted above, was restated. The Division indicated a willingness to stay any additional bridge-removal activities until early 1994, pending concurrence on the right-of-way issue. The Division indicated there are no monies allocated for repair of the structure, and that removal of



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the bridge to facilitate reclamation of the site was its only option unless surface owners and possibly other parties would agree to accept the bridge in "as is condition."

All parties agreed that there was a valid right-of-way crossing Chalk Creek on lands owned by David and Beverly Dawes. David Dawes reiterated a position previously established, that he and his wife, Beverly Dawes did not want the bridge left in its present location after reclamation of the mine, and indicated that a right-of-way using the existing mine access road did not facilitate the post-mining land use of their property.

The Division indicated that aerial photography had been taken in 1993, and that base maps that would facilitate reclamation of the Summit #1 site were in preparation. In early 1994, subsequent to acquisition of base maps, the Division will complete preliminary reclamation engineering studies and meet with the surface owners, David and Beverly Dawes, and Gary Boyer, to discuss options for reclaimed site configurations. The Division indicated a desire to complete reclamation activities in 1994.

Parties attending the meeting asked if the Division was willing to allow relocation of the bridge structure to a previously used crossing on Chalk Creek. And, given a willingness to do this, would the Division be willing to stockpile concrete materials to be removed from the bridge abutments to the new location. The Division indicated a willingness to discuss contract modification with High Mountain Builders, noting that salvage of the bridge had been contemplated in the contract. It was noted that Geary Construction in Coalville has a crane possibly capable of lifting the bridge from its foundations.

All parties agreed that if timely, acceptable contract modification could be achieved with High Mountain Builders, and extensions in operating dates beyond November 12 could be gained from the Utah Division of Wildlife Resources and the State Engineer's Office, resolution of the bridge removal issue could be achieved by:

1. Lifting the bridge off of its abutments and setting aside near its present location.
2. Placing concrete from the bridge abutments near the new bridge location. In accessing the new location existing trails are to be used, with preference being for material placement on the south side of Chalk Creek.

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3. Cleanup of the bridge location as contemplated in the existing Division/
High Mountain Builders contract for remediation.

The parties at the meeting agreed to limit access to the site by providing locks to the property entrance gate on the State Highway. Placement of the locks was to be done on November 9, 1993.

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