Government of Yukon
Energy Mines and Resources
Assessment and Abandoned Mines

Miscellaneous Repairs at the Clinton Creek Site

November 8, 2014

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Introduction

During the August 2014 inspection of the Clinton Creek Site, conducted by Josee Perron (Senior Project Manager, EMR – AAM) and Luca Poloni (Type II Project Officer), it was observed and further recommended that repairs to the access gate at Clinton Creek be addressed in upcoming visits. Furthermore, it was also suggested that all wood debris accumulated within the drop structures be removed, along with the dismantling of a beaver dam/lodge that was situated approximately 50-100 m upstream of Hudgeon Lake outlet on the north side of Clinton Creek. Finally, it was also proposed that log-booms, which will be later installed at Hudgeon Lake outlet, be transported from Whitehorse to Clinton Creek and placed in a safe location within proximity of the lake. Boreal Engineering Ltd. (BEL) was contracted by Assessment and Abandoned Mines (AAM) to implement these activities at the former Clinton Creek asbestos mine site. These works were completed during the 2014 summer season.

Work Summary

Personnel

Personnel used for this project, and their roles in the project were as follows;

- Erik Nyland, P.Eng, Project Manager and Project Engineer
- Gavin Nyland, Labourer and Equipment Operator
- Luca Poloni, AAM Representative and Labourer

Equipment

Equipment utilised over the course of the project included:

- Kenworth truck and low-bed trailer
- Dodge pickup with welder and hand tools
- 226B Cat skid steer loader
- Honda ATV c/w winch

Tools

Tools required for the tasks included:

- Gas powered welder
- Electric grinder/cut off disc
- Hand tools including axes, shovels, picks etc.
- Chains, slings and tie downs

Principal Work

Erik Nyland (Boreal Engineering), Gavin Nyland (Boreal Engineering), and Luca Poloni (AAM) drove from Dawson City to Clinton Creek on September 8th, 2014 at 8:30 AM and arrived on site at approximately 10:30 AM.

Transportation of the log-booms to the waste rock piles near Hudgeon Lake was completed by 1:00 PM, cleanup of the drop structures was completed by 3:30 PM, and all repairs to the gate were completed by approximately 6:00 PM. All personnel left site by 7:15 PM and arrived back in Dawson City at 9:30 PM. Some work was completed at the beaver dam/beaver lodge but as the task was significantly larger than initially contemplated, it was determined to consult with the Senior Project Manager Josée Perron regarding availability of time and budget, as well as suitability of the task to the current project requirements.

Transport Log Booms to Site:

Both log-booms were transported and placed on the south side of Clinton Creek at a sufficient distance / elevation from the lake so as to avoid any potential movement as a result of flash flooding within the area. It was determined (with a reading on the staff gauge at Hudgeon Lake to be 1 ¼ inches below 0 mark) that the lowest elevation at which the log-booms sit is at 1.5 m above water, permitting adequate leeway for water to rise without disrupting their placement.

Figure 1. Aerial view showing the approximate location of the log-booms near Hudgeon Lake.

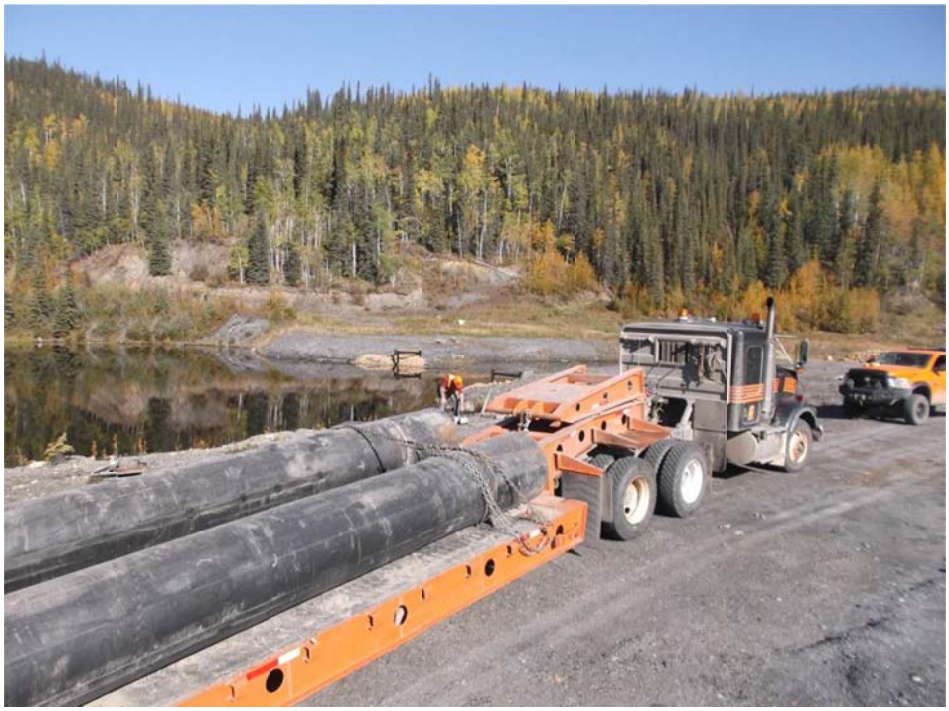

Photo 1. Transportation of log-booms to Hudgeon Lake Outlet.

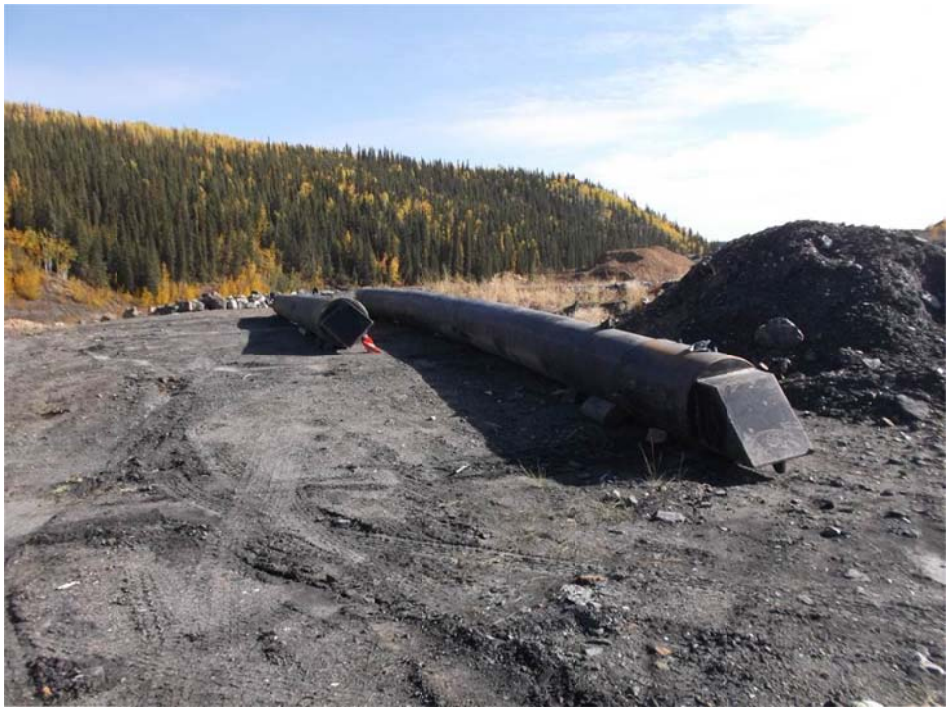

Photo 2. Placement of the log-booms at a sufficient elevation above Hudgeon Lake water level.

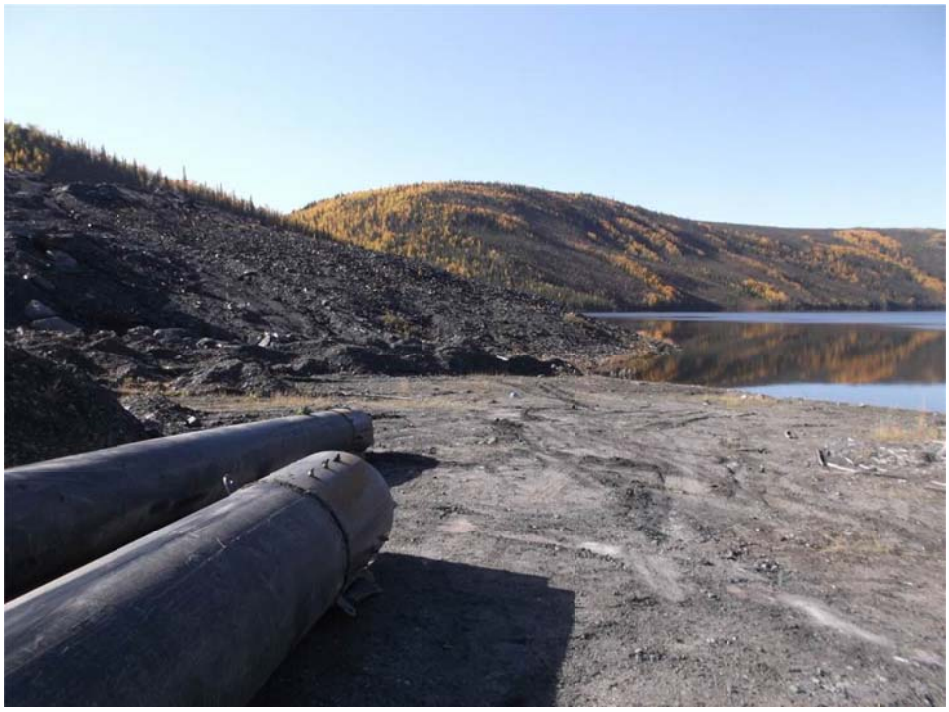

Photo 3. Placement of the log-booms at a sufficient elevation above Hudgeon Lake water level.

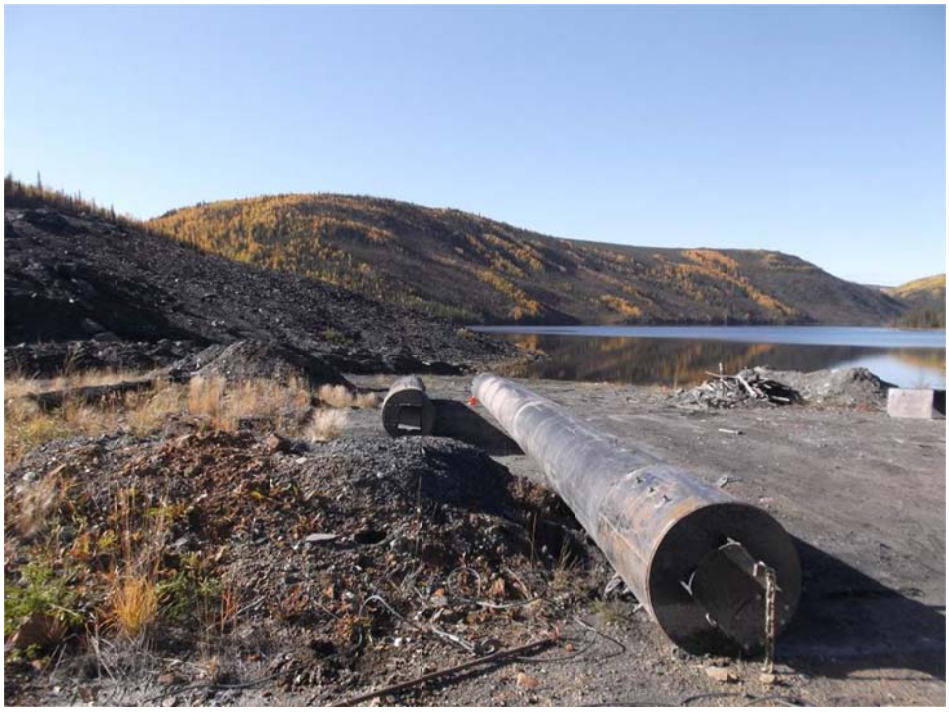

Photo 4. Placement of the log-booms at Hudgeon Lake Outlet.

Drop Structure Clean-up:

Following the transportation of the log-booms, Luca Poloni (AAM) and Gavin Nyland (Boreal Engineering) were able to safely remove most wood debris from drop structure 1-3 by hand and with the help of an ATV and winch. All wood debris removed from the structures was safely placed on high ground to prevent re-entrance of wood debris following potential of a flash flood.

It is important to note that all wood debris within drop structure 4 was untouched due to unsafe working conditions within the area. Furthermore, removal of wood debris from structures 1-3 occurred only where safe accessibility to the debris was permitted.

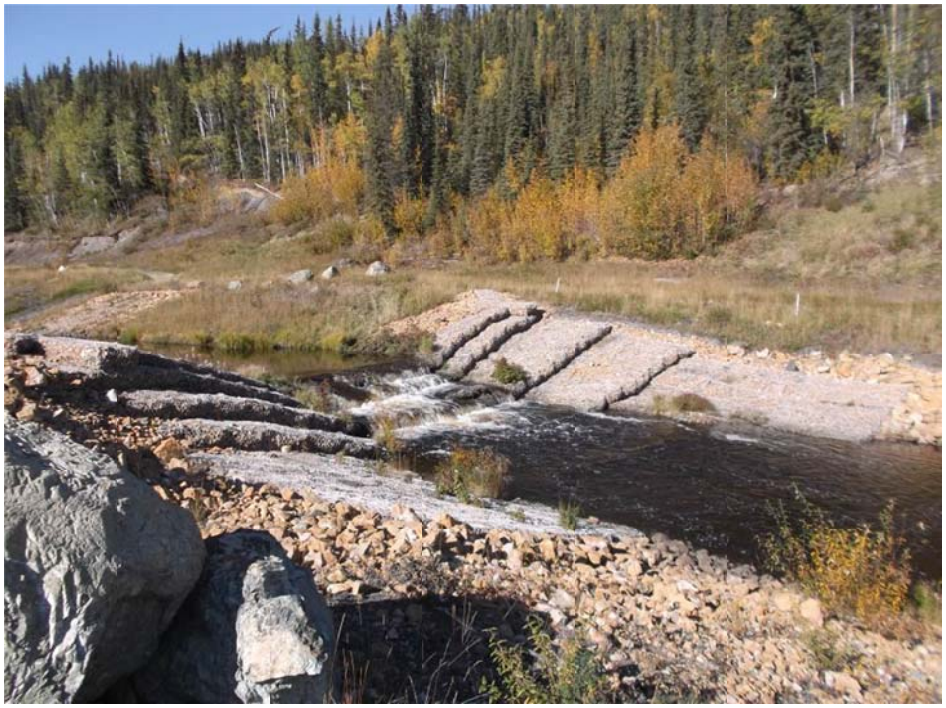

Photo 5. Drop Structure 1 following removal of wood debris from gabion baskets.

Photo 6. Drop Structure 2 following removal of wood debris from gabion baskets.

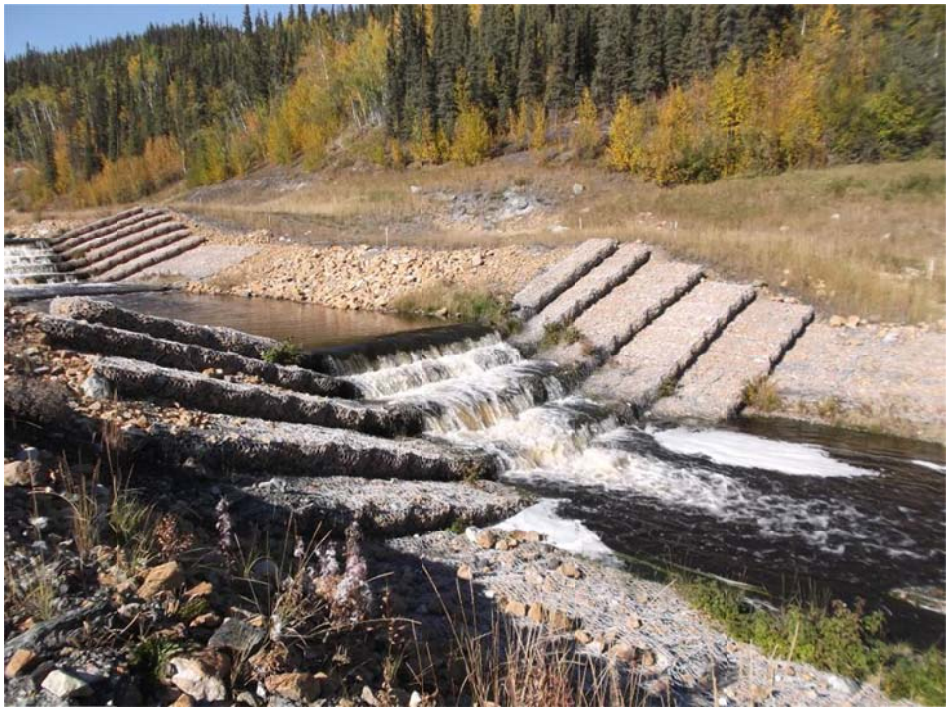

Photo 7. Drop Structure 3 following removal of wood debris from gabion baskets.

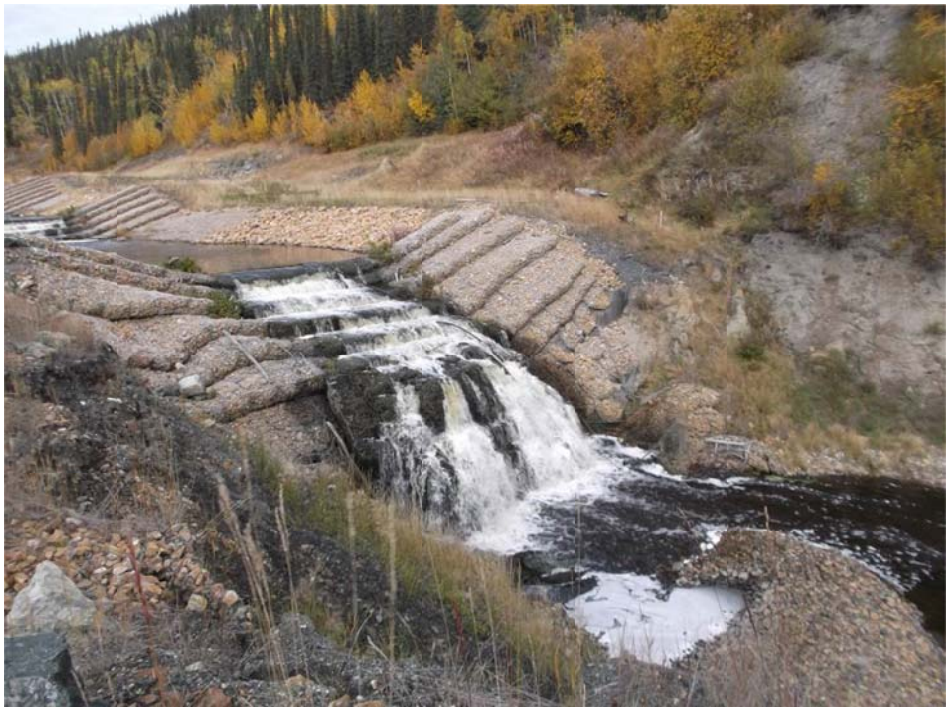

Photo 8. Current condition of Drop Structure 4, showing significant buildup of wood debris.

Repairs to the Access Gate:

There were 2 specific aspects to the design of the gate repair that were implemented in order to avoid any future breaching.

Firstly, a metal cap plate was welded at the end of the gate where it swings open/closed on a stationary post. Previous to this, trespassers would just lift the gate off the swivel post and would immediately gain access to the site.

Photo 9. The red arrow above shows the welded metal cap that prevents the gate from being lifted off its resting post.

Secondly, a metal casing (or box) was fabricated and welded around the lock pad itself in order to prevent trespassers from using lock cutters.

Photo 10. The red arrow above shows the welded metal box that prevents the lock from being cut with the use of lock cutters.

This report was prepared for the sole use of Yukon Government Assessment and Abandoned Mines. If there are any questions or concerns regarding the above discussion please contact the undersigned.

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