



GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Division of Oil, Gas and Mining

JOHN R. BAZA
Division Director

Inspection Report

Permit Number:	C0070039
Inspection Type:	PARTIAL
Inspection Date:	Wednesday, October 12, 2016
Start Date/Time:	10/12/2016 7:30:00 AM
End Date/Time:	10/12/2016 4:00:00 PM
Last Inspection:	Tuesday, September 13, 2016

Inspector: Joe Helfrich

Weather: sunny warm and breezy

InspectionID Report Number: 5702

Accepted by:

Representatives Present During the Inspection:	
Company	Bill King
OGM	Steve Christensen
OGM	Joe Helfrich

Permitee: **CANYON FUEL COMPANY**
 Operator: **CANYON FUEL COMPANY**
 Site: **DUGOUT CANYON MINE**
 Address: **PO BOX 1029, WELLINGTON UT 84542**
 County: **CARBON**
 Permit Type: **PERMANENT COAL PROGRAM**
 Permit Status: **ACTIVE**

Current Acreages

9,568.00	Total Permitted
106.88	Total Disturbed
37.00	Phase I
19.00	Phase II
1.82	Phase III

Mineral Ownership

- Federal
- State
- County
- Fee
- Other

Types of Operations

- Underground
- Surface
- Loadout
- Processing
- Reprocessing

Report summary and status for pending enforcement actions, permit conditions, Division Orders, and amendments:

On October 12th, 2016 Division of Oil, Gas and Mining staff (the Division) conducted a field inspection of the gob gas vent hole sites (the sites) at the Dugout Canyon Mine. The purpose of the field inspection was to document the condition of the sites and associated access roads and to inspect recently initiated/completed reclamation work. Overall, the condition of the degas sites (both reclaimed and un-reclaimed) was very good. No evidence of off-site impacts was observed during the field inspection.

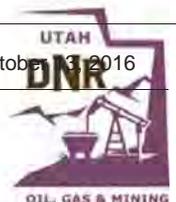
The degas pads have been reclaimed with the exception of G-11. Site G-11 is being utilized as a staging area to facilitate reclamation work on the AMV Road. Reclamation work has begun on the AMV Road. The reclamation of the road will be conducted in phases (approximately 1,600' each). The Permittee hopes to complete the first phase (From G-31 to Topsoil pile STP-3) this year.

Inspector's Signature:

Joe Helfrich,

Inspector ID Number: 1

Date Thursday, October 13, 2016



REVIEW OF PERMIT, PERFORMANCE STANDARDS PERMIT CONDITION REQUIREMENTS

1. Substantiate the elements on this inspection by checking the appropriate performance standard.
 - a. For COMPLETE inspections provide narrative justification for any elements not fully inspected unless element is not appropriate to the site, in which case check Not Applicable.
 - b. For PARTIAL inspections check only the elements evaluated.
2. Document any noncompliance situation by reference the NOV issued at the appropriate performance standard listed below.
3. Reference any narratives written in conjunction with this inspection at the appropriate performance standard listed below.
4. Provide a brief status report for all pending enforcement actions, permit conditions, Divison Orders, and amendments.

	Evaluated	Not Applicable	Comment	Enforcement
1. Permits, Change, Transfer, Renewal, Sale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Signs and Markers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Topsoil	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.a Hydrologic Balance: Diversions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.b Hydrologic Balance: Sediment Ponds and Impoundments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.c Hydrologic Balance: Other Sediment Control Measures	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.d Hydrologic Balance: Water Monitoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.e Hydrologic Balance: Effluent Limitations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Explosives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Disposal of Excess Spoil, Fills, Benches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Coal Mine Waste, Refuse Piles, Impoundments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Noncoal Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Protection of Fish, Wildlife and Related Environmental Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Slides and Other Damage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Contemporaneous Reclamation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Backfilling And Grading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Revegetation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Subsidence Control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Cessation of Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.a Roads: Construction, Maintenance, Surfacing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.b Roads: Drainage Controls	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Other Transportation Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Support Facilities, Utility Installations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. AVS Check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Air Quality Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Bonding and Insurance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. Topsoil

Topsoil piles were inspected along the AMV Road. Plate 1 of Attachment 2-1 of the Methane Degasification Amendment depicts the locations of these topsoil piles. Topsoil piles STP-7, STP-3, STP-2 and STP-1 were observed to be stable. No evidence of erosion was noted during the inspection; nor was there evidence of noxious weeds. The topsoil piles containment berms were well maintained, stable and functioning.

4.c Hydrologic Balance: Other Sediment Control Measures

The primary purpose of the field inspection was to document/inspect the stability of the gob gas vent hole sites and associated access roads. In addition, the inspection was to evaluate reclamation work that has been to date and the effectiveness of the sediment control measures that have been implemented at the sites. As part of the inspection, all of the gob gas vent hole sites were visited and documented (See discussion and pictures below).

G-12: The site was reclaimed in 2011. A rip rap retaining wall was constructed on a portion of the highwall area. A rip rap diversion channel has been installed divert runoff around the pad area. No evidence of off-site impacts was noted during the field inspection. The site received Phase II bond release in 2014. A rockwall terrace was constructed as part of the final reclamation.

G-11: The site remains un-reclaimed. The site is being utilized as a staging area for the final reclamation work to be conducted on the AMV access road. The site was stable. No evidence of off-site impacts or additional suspended solids leaving the disturbed area was noted during the inspection. The landowner would like to keep a wide spot in the road.

G-31: Reclamation work for this degas pad was completed in June of 2013. The small access/spur road to the pad site shows signs of cattle grazing impacts. The vegetation on this access road has been impacted by grazing activity. The degas pad itself was found to be in excellent condition. The pad was well vegetated and did not show evidence of instability and/or erosion. The pad received Phase I bond release in 2014.

G-18: The site was graded and topsoil was partially replaced in 2011 followed by full reclamation including hand seeding and mulching during the 2012 construction season. The access road leading to G-18 was reclaimed in 2012 and is in good repair. The excelsior matting is stable on the reclaimed slope. There were no rills or gullies noted. The degas pad was noted to be in excellent condition and well vegetated. . No evidence of erosion and/or instability was noted. The site received Phase II bond release in 2014.

G-19: The site was reclaimed during the 2010 construction season and received Phase I bond release in 2014. The degas pad was noted to be stable (i.e. no evidence of erosion or instability were noted during the field inspection). The pre-existing skid road was observed during the inspection. Evidence of minor erosion on the skid road was observed during this inspection. The three water bars located on the G-19 access road require maintenance. The accumulated sediment within the water bars must be removed and new excelsior logs/sediment controls installed.

G-9: The site was reclaimed in 2012 and received Phase I bond release in 2014. No evidence of off-site impacts or erosion was noted during the time of the inspection. The site was observed to be in stable condition (i.e. no significant evidence of

erosion). Bill King indicated that the site had experienced issues with thistle. The site had been sprayed to knock the thistle infestation back. As a result, the vegetation has been impacted to a degree. Bill King indicated that husbandry seeding will occur in the spring of 2017 if vegetation has not emerged following the snowmelt.

G-10: The site was reclaimed during the 2012 construction season and received Phase II bond release in 2014. No evidence of off-site impacts/erosion was noted during the time of the inspection. The site utilizes a culvert to route flow from the pad/access road area. Upon review of the approved MRP, it appears that the sizing for the culvert was designed with a 10-year, 6-hour event. A permanent diversion must be sized to safely pass the peak runoff from a 100-year, 6-hour event (See State of Utah R645-301-742.323. The Permittee must provide design calculations that the culvert at degas pad G-10 has been adequately sized to meet that design standard. The calculations must be submitted for review and incorporation into the approved MRP.

G-25: Site G-25 was reclaimed in June of 2013 and received Phase I bond release in 2014. The approximate original contour has been re-established and the site has been pocked. No evidence of off-site impacts was noted during the inspection.

Site G-26: The site has been returned to original contour and pocked. Final reclamation of the site was completed in June of 2013 and received Phase I bond release in 2014. No sign of off-site impacts/erosion were observed during the time of the inspection.

Site G-30: Final reclamation of the site was completed in June of 2013. Phase I bond release was approved in 2014. The area has been pocked and approximate original contour has been re-established. The site was stable. No signs of excessive erosion or sedimentation off the disturbed area were noted during the inspection.

G-14: The site was reclaimed in June of 2010. Phase II bond release was approved for the site in 2014. The site was stable. No evidence of off-site impacts or erosion were noted during the inspection.

G-15: Final reclamation of the site was achieved in June of 2015. Bond release has not been sought by the Permittee for this degas site. The pad was constructed, but the gob gas vent hole was never drilled. The pad is located directly adjacent to the pre-existing main access road. No evidence of instability or off-site impacts was noted during the inspection. A rock-wall terrace and two rock-lined diversion channels have been constructed at the site. The Permittee must provide revised as-built drawings as well as supporting hydrologic calculations that the rock-lined channels have been designed to safely pass a 100-year, 6-hour event as required per R645-301-742.323.

G-13: The site was reclaimed in 2009 and received Phase II bond release in 2014. No evidence of off- site impacts was observed during the field inspection.

G-16: The degas pad was reclaimed in June of 2013. The access road to the pad was reclaimed in 2014. Phase I bond release was approved in 2014. The access spur road to G-16 was observed to be stable with no signs of erosion or off-site impacts. The degas pad was found to be in similar condition (i.e. stable, no off-site impacts observed). The access road between G-16 and degas pad G-22 has been reclaimed and found to be in stable condition (i.e. no off-site impacts and/or erosion were noted during the field visit). The access road between G-16 and G-22 was reclaimed in 2013.

G-22: The site has been fully reclaimed and received Phase I bond release in 2014. The degas pad was found to be in excellent condition. No signs of erosion or off-site impacts were noted during the field inspection.

G-17: The site was fully reclaimed in October of 2014. The site has not received any bond release. The site had been utilized as a storage area for topsoil from degas pad G-22. The site was observed to be in stable condition (i.e. well vegetated, no evidence of off-site impacts were noted during the field inspection).

G-7: The site was reclaimed in 2009 and received Phase II bond release in 2014. No evidence of off-site impacts was observed during the field inspection. The site is well vegetated.

G-2: The site was reclaimed in June of 2009. No evidence of off-site impacts was observed during the field inspection. Musk thistle had been an issue at this site in years past. However; during the field inspection no evidence of musk thistle was observed. The site was noted to be in stable condition with no evidence of erosion or off-site impacts.

G-5: The site was reclaimed in June of 2009. Phase II bond release was approved in 2014. No evidence of off-site impacts or instability was observed during the field inspection.

G-6: The site was reclaimed in June of 2007. Phase II bond release was granted in 2014. No evidence of off-site impacts was observed during the field inspection. Vegetation shows improvement from the previous year.

AMV Road: The entire length of the AMV road was walked during the inspection. No evidence of off-site impacts was noted during the inspection. Sediment control measures (excelsior logs and/or silt fence) were observed along the entirety of the AMV outslope. The sediment control measures along the entire length of the road were functioning as designed and in good shape. Given the amount of heavy intensity rainfall events during August and September, the Permittee had been diligent in ensuring that the sediment control measures along the outslope of the AMV road had been maintained. Additionally, the water bars located throughout the length of the AMV road were observed to be clear of debris, stable and functioning as designed. The inlets and outlets to all of the water bars were observed to be clear of

accumulated sediment and debris as a result of the recent rainfall events.

Reclamation work on the AMV has commenced. Heavy equipment has been mobilized to the site. Work was not being conducted during the time of the inspection. According to Bill King (Dugout Mine representative) the reclamation of the road will be conducted in phases (approximately 1,600' each). The Permittee hopes to complete the first phase (From G-31 to Topsoil pile STP-3) this year. The road cut/prism in this section will be removed entirely during the reclamation work. Prior to the onset of reclamation work in the remaining phases of the AMV Road, a discussion with the land owner (Thayn Family Trust), the Permittee and the Division will need to take place in order to determine the best approach forward to achieve successful final reclamation. The primary issue to be discussed will be the extent to which some form of trail/access road can be left in the remaining sections of the AMV Road post final reclamation.

13. Revegetation

The degas wells were inspected in the following order:

12, 11, 31, 18, 19, 9, 10, 25, 26, 30, 14, 15, 13, 16, 22, 17, 7, 2, 5 and 6.

G-12: The site is fenced, well vegetated and stable.

G-11: This site is currently used as a staging area for reclamation activities on portions of the access road and has not been reclaimed or fenced. Interim seeding upslope from the pad would be beneficial to minimize the minor erosion on the slope. There was a back-hoe, some new and some old waddles and some debris located on the pad at the time of the inspection. The debris should be removed before winter sets in.

G-31: This well site is located approximately 250' beyond the reclaimed access road. It is fenced and well vegetated. The reclaimed portion of the access road is not fenced and has been grazed fairly heavily. Alternative measures may need to be employed to ensure the standards for success and the postmining land-use can be achieved.

G18: This site is located approximately 200 yards East of the corresponding access road. It is fenced, well vegetated and stable. The reclaimed portion of the access road is not fenced and is dominated mainly by shrubs. Grazing appears to be minimal as there is not much evidence of grass species on the reclaimed road but the vegetation is well established. Alternative measures may need to be employed to ensure the standards for success and the postmining land-use can be achieved. Reclamation of the main road is ongoing.

G-19: This is a fairly steep site bisected by an existing road. It is located approximately 250' from the main road. The reclaimed areas on either side of the access road are well vegetated and the rills that had formed in 2014 have been diminished with the establishment of additional vegetation and sediment controls.

G-9: This site is located at the end of an access road (See Pace Canyon Road System map Att). The site is stable, well vegetated and fenced.

G-10: This site is fenced, stable and well vegetated (mostly grasses and forbs with some shrubs). It is located up-slope just off of the main road. The drill pad has been reclaimed to approximate original contour (AOC). This created a fairly steep slope that has been armored with 10-24" rip-rap and silt fence along the Southeast

G-25: This site is fenced, stable and well vegetated (mostly grasses and f orbs, some shrubs).

G-26: This site is fenced, stable and well vegetated. The site is located just off of the main road. The vegetation at this site included a noticeable amount of sagebrush

G-30: This site is fenced, stable and well vegetated. The site is located approximately 100 yards south of the main road. The vegetation at this site also included a noticeable amount of sagebrush. The access road (although not required) appears to have been reclaimed and the vegetation is very well established perhaps due to a greater amount of precipitation at this elevation.

G-14: This site is located about 100 yards off the existing road. The site is fenced, stable and well vegetated. The pad is fairly level and was pocked during reclamation to promote the conservation of precipitation.

G-15: This site was reclaimed in 2015. It is fenced and stable. The vegetation is just starting to show through the netting and appears to be doing well at this stage of reclamation.

G-13: This site is fenced, stable and well vegetated. The sagebrush is also well established as it was reclaimed in 2009.

G-16: This site is fenced, stable and well vegetated. This site is located on a knoll of predominately conifer and juniper interspersed with pockets of sagebrush and serviceberry. The reclaimed site is mainly a grass/forb vegetative community.

G-22: This site is fenced, stable and well vegetated. This site is also located on a knoll of predominately conifer and juniper interspersed with pockets of sagebrush and serviceberry. The reclaimed site is mainly a grass/forb vegetative community. The access road to these two sites (16 & 22) has been reclaimed and is fairly heavily grazed by comparison to the fenced pads.

G-17: This site is fenced, stable and well vegetated. This is a sagebrush/grass community mostly in the understory of a stand of aspen.

G-7: This site is fenced, stable and well vegetated. This site is predominately grass/sagebrush. The outlying vegetative community is mixed conifer sagebrush with some grasses and forbs in the understory.

G-2: This site is fenced, stable and well vegetated. This site is also predominately grass/sagebrush. The outlying vegetative community is mixed conifer sagebrush with some grasses and forbs in the understory.

G-5: This site is fenced, stable and well vegetated. This site is predominately a mature sagebrush snowberry vegetative community with some grass/forb understory perhaps due to some grazing. The shrubs are approximate 4' tall. The outlying vegetative community is conifer with a grass/forb understory.

G-6: This site is fenced, stable and well vegetated. It is currently a sagebrush grass vegetative community with some evidence of forbs. Volunteer trees (conifer & aspen) and shrubs (snowberry & service berry) may add to the species composition during the remaining portion of the liability period. The outlying vegetative community is

mixed conifer aspen with a grass/forb understory.

16.b Roads: Drainage Controls

The AMV access road utilizes various methods for drainage control. The road is sloped towards the cut at approximately a 2-3% slope in order to prevent storm water from running uncontrolled over the disturbed outslope of the road cut. Water bars are utilized the entire length of the AMV road and appear to be functioning as designed.

22. Other

Dugout- To Do List:

1) G-10:

a.Culvert- In MRP in Volume III (I believe its Attachment 7-1, Hydrologic Calculations)on page 376/611, it appears that the culvert was designed with a 10-year, 6-hour event. As this is assumed to be a permanent diversion, the Permittee needs to provide revised hydrologic calculations which demonstrate that the culvert can safely pass a 100-year, 6-hour rainfall event per R645-301-742.323.

2)G-12

a.Rock Wall Terrace- They need to submit an as-built drawing that shows the rockwall terrace.

3)G-15

a.Rock Wall Terrace- They need to submit an as-built drawing that shows the rockwall terrace.

4)Weed control: Thistle has been sprayed at several of the sites. The rosettes from the first year of growth for both the thistle and mullen should also be sprayed. If not they will appear the following year as a full grown plant.

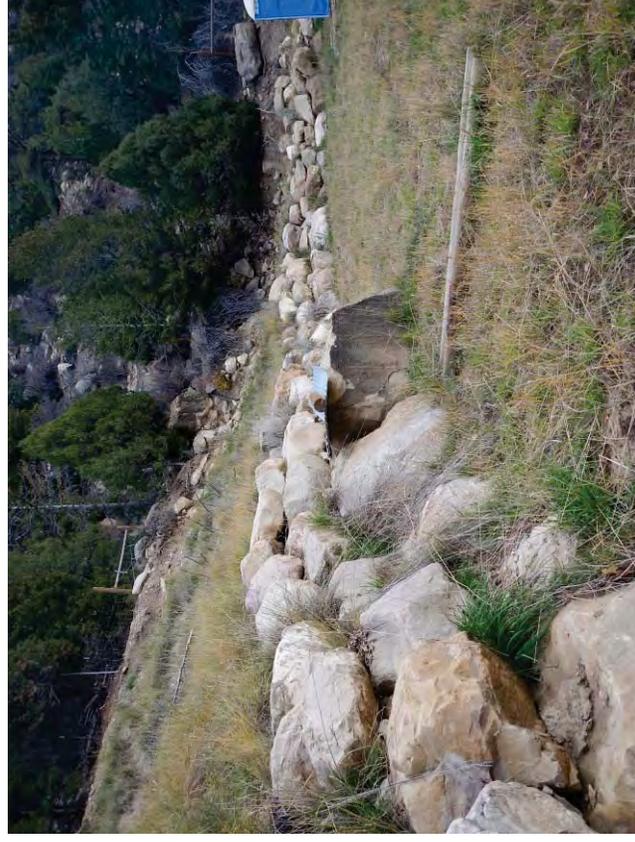
5)Monitoring grazing: We may want to have a discussion on this subject as some of the reclaimed access roads have been grazed quitebit. Monitoring some of these areas in 2017 may give us a more accurate idea of their overall success to date. There may be other alternatives but we want to run a prevent defense here in order to meet the reclamation success standards at year 10 of the liability period.

Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-12

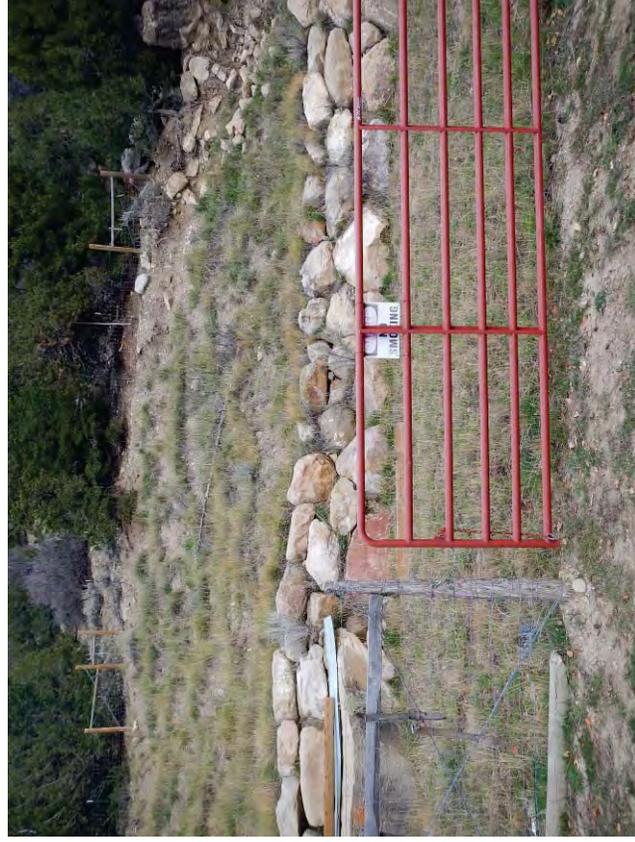


Site G-12



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10/12/2016

Site G-12



Site G-11



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-11



Site G-11



Dugout Canyon Mine
Degas Facilities Inspection
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Site G-31



Site G-31



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-31



Site G-31



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-31

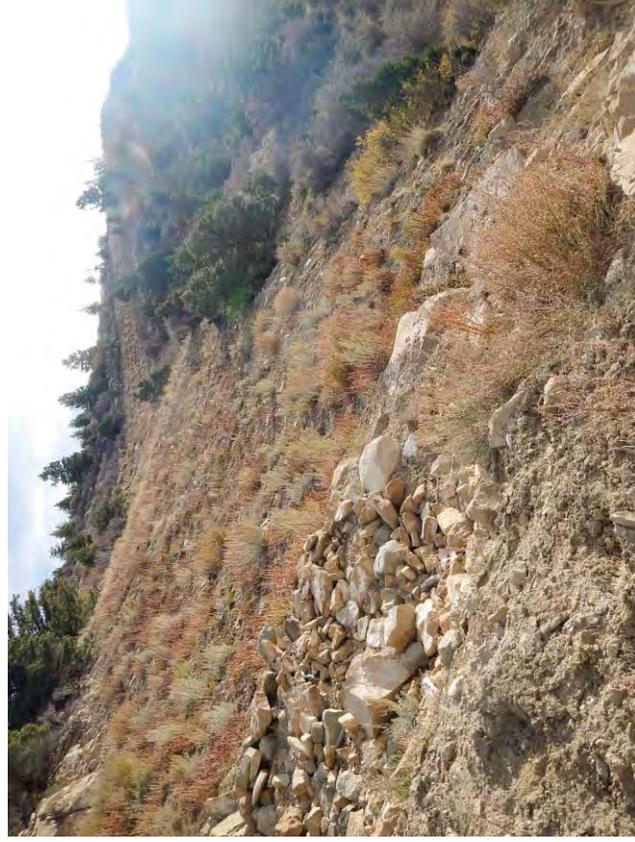


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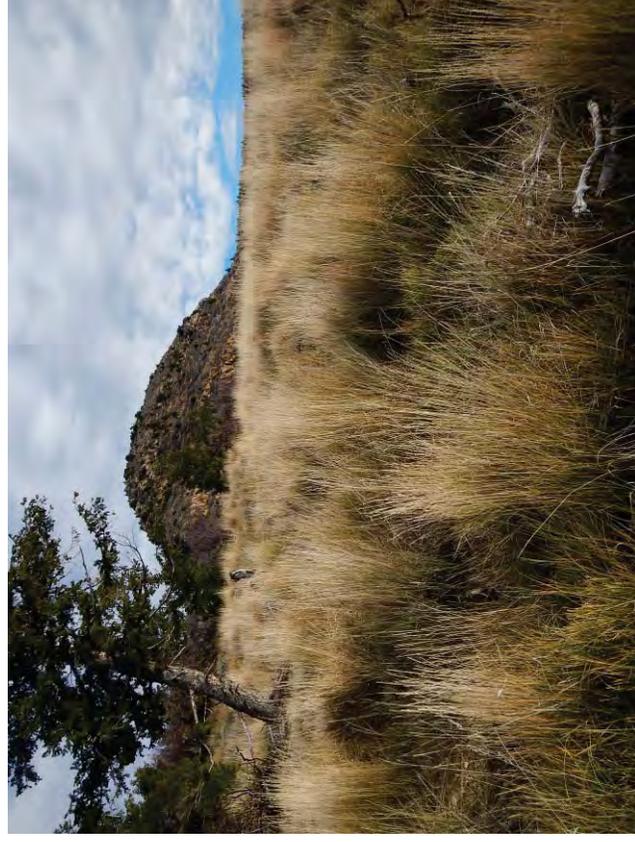


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Site G-18

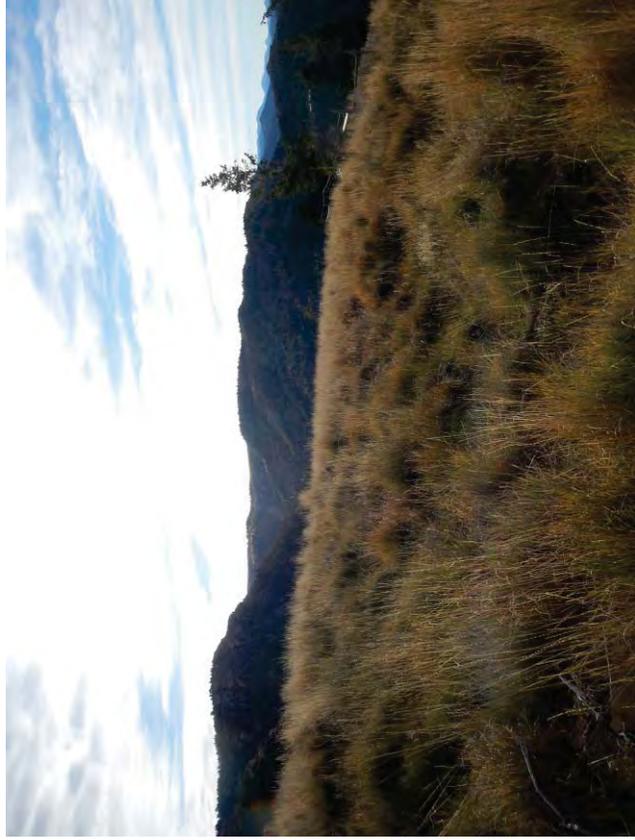


Site G-18



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Site G-18



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-19



Dugout Canyon Mine
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10/12/2016

Site G-19

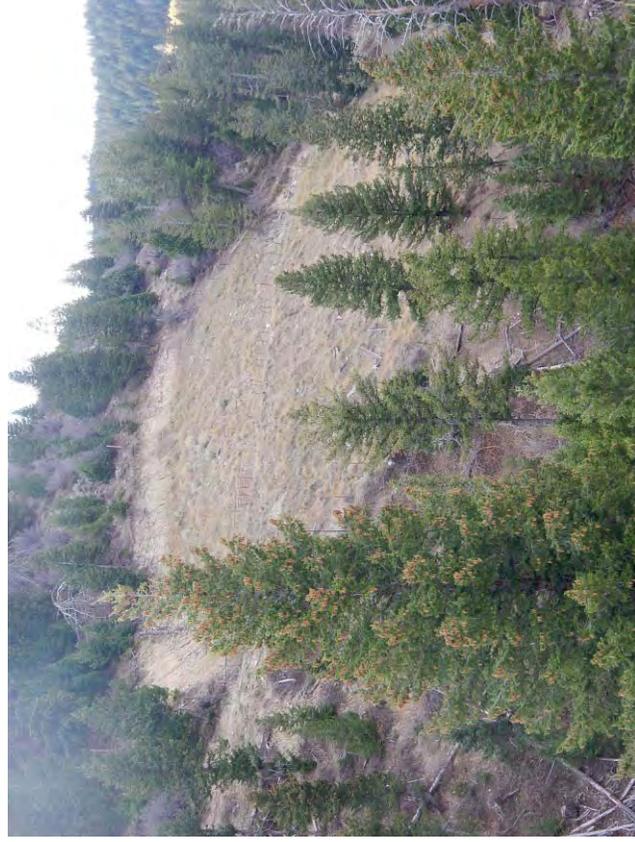


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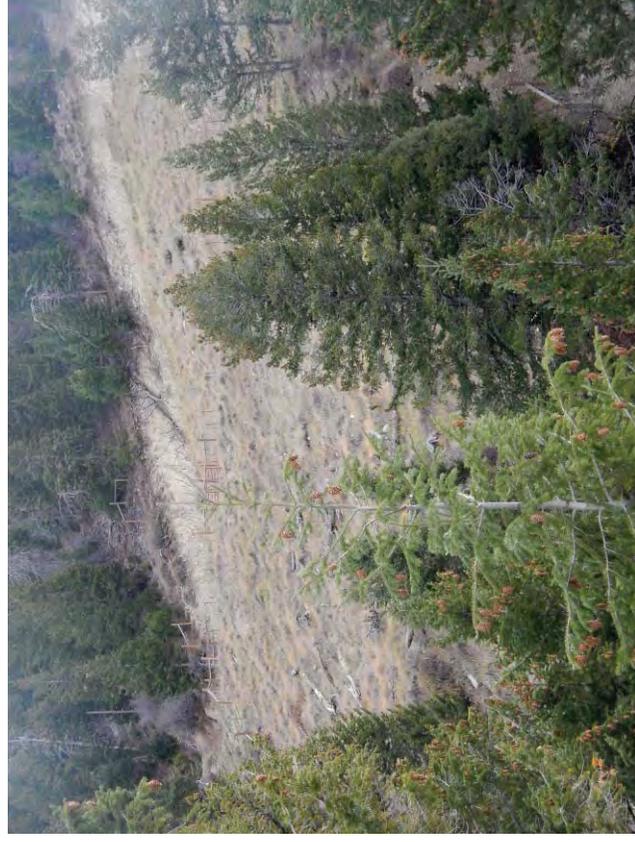


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Site G-19

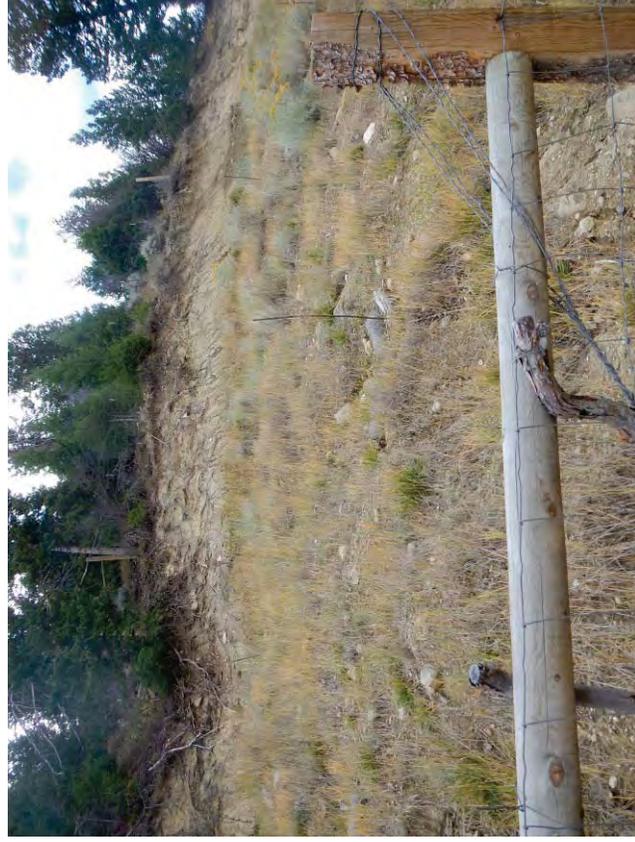


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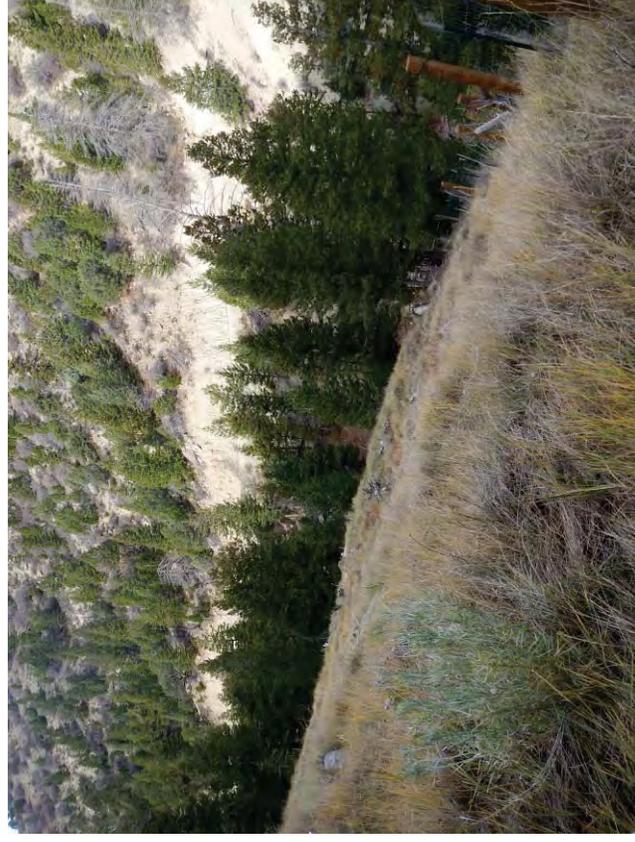


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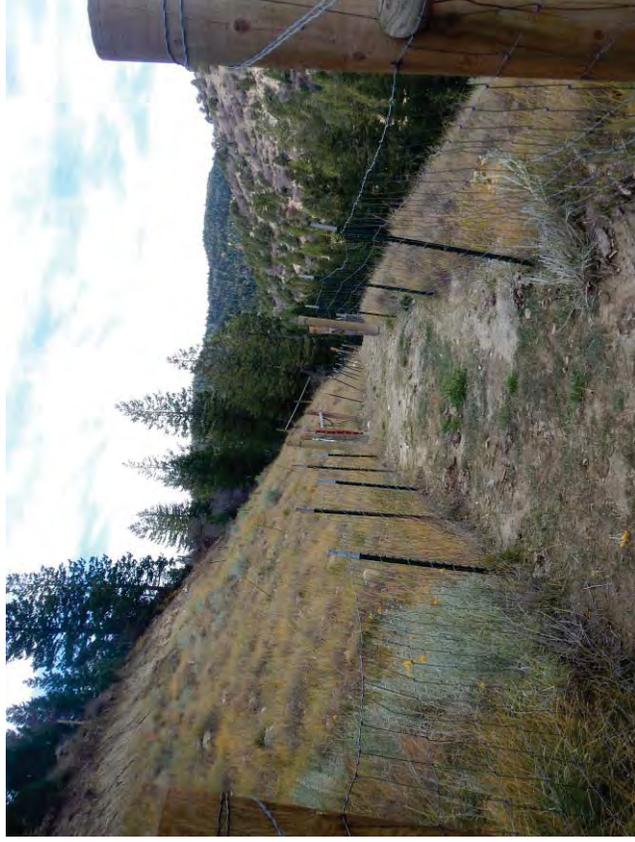


Site G-19



Dugout Canyon Mine
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10/12/2016

Site G-19



Site G-9

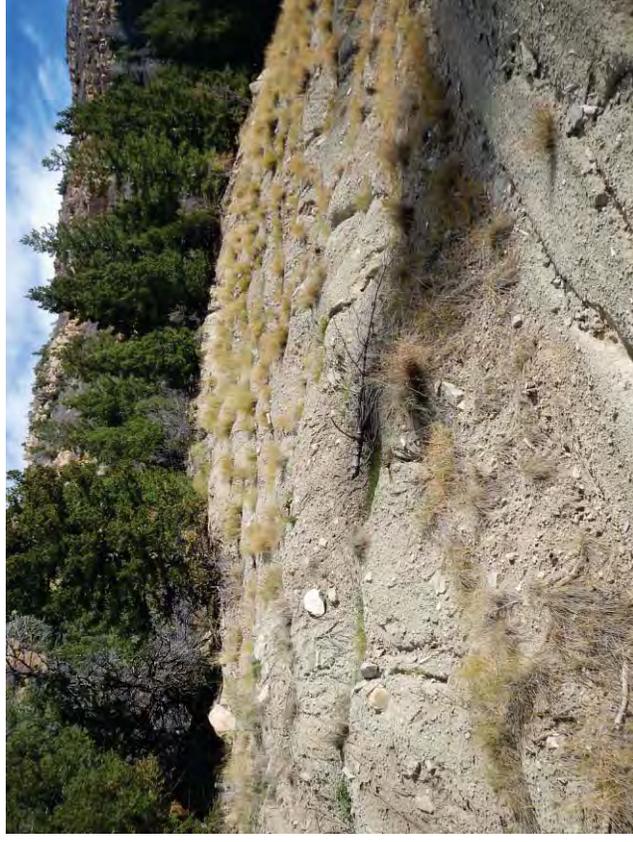


Dugout Canyon Mine
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10/12/2016

Site G-9

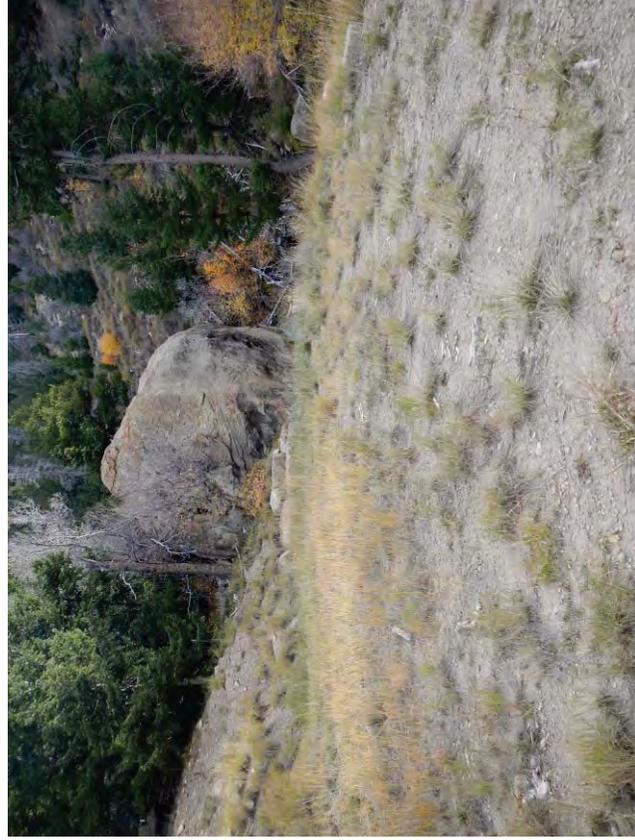


Site G-9

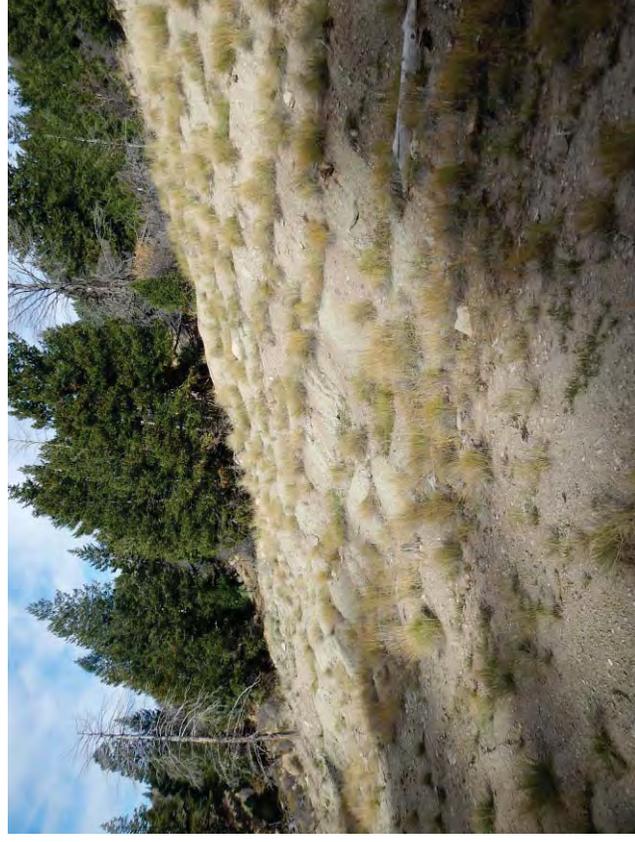


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-9

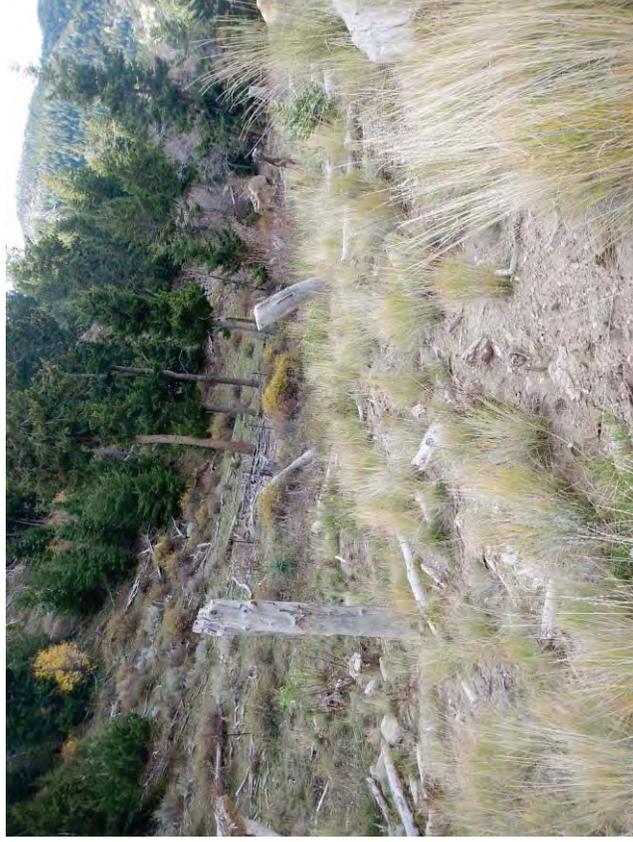


Site G-9



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-9

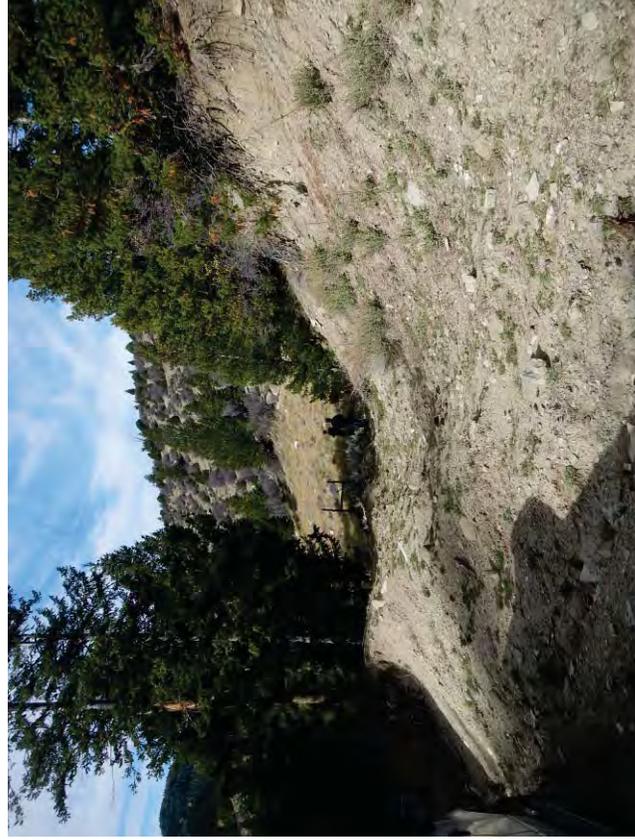


Site G-10

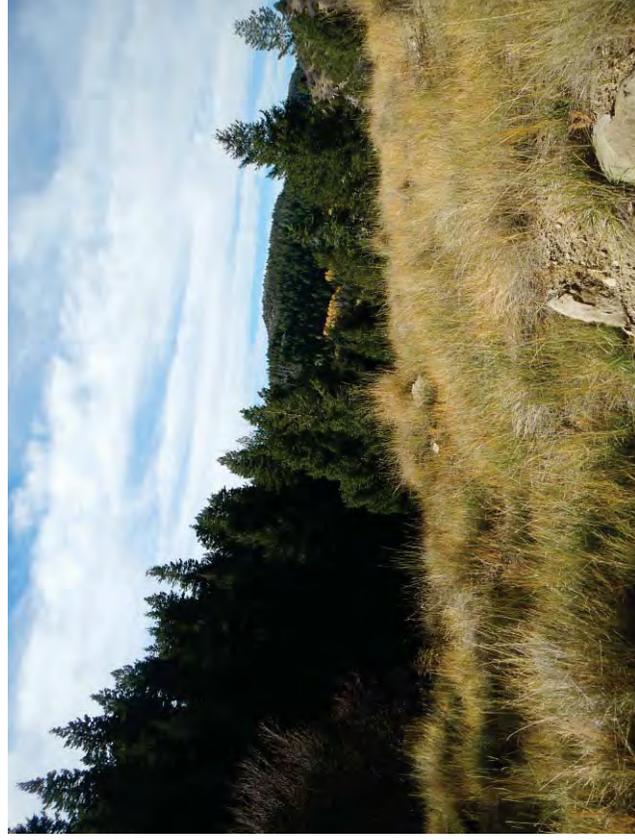


Dugout Canyon Mine
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10/12/2016

Site G-10

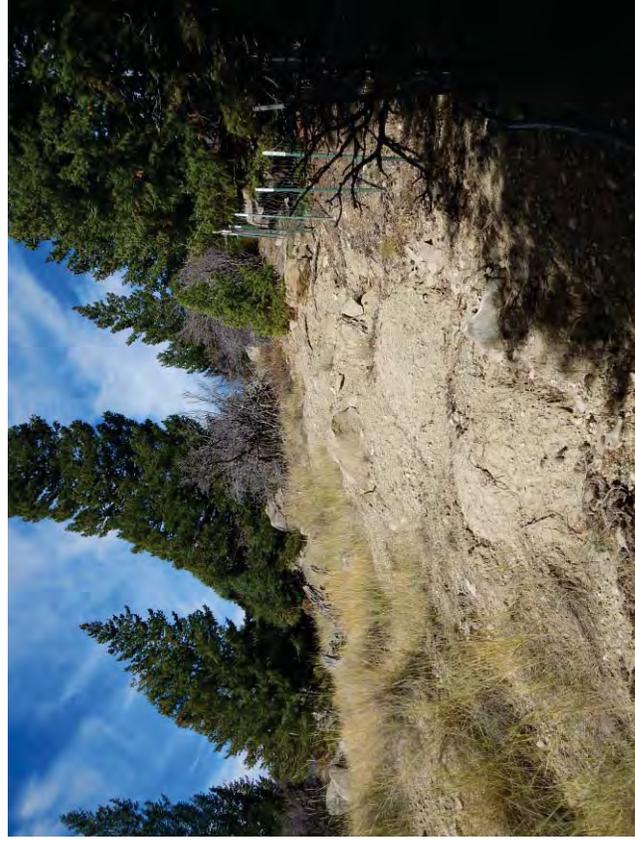


Site G-10



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-10



Site G-10

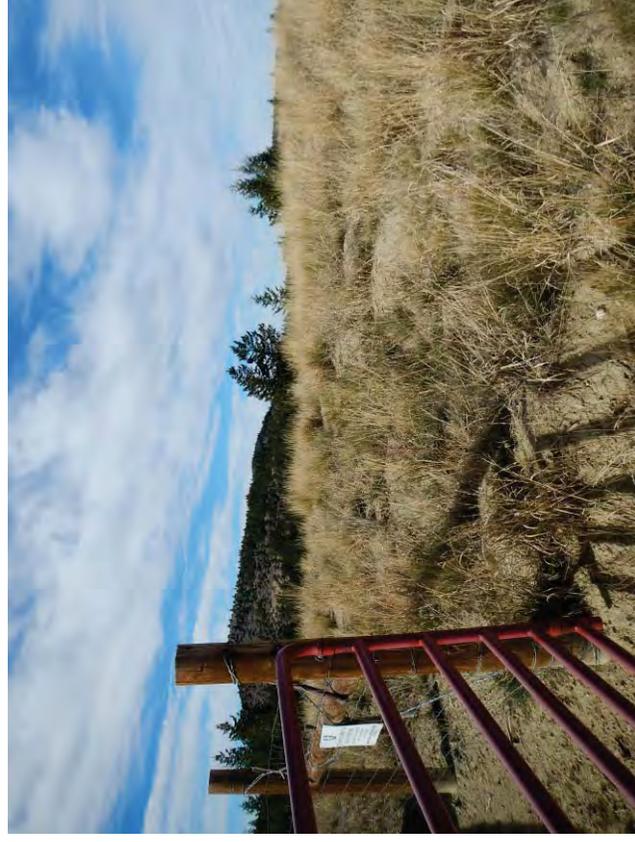


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-25

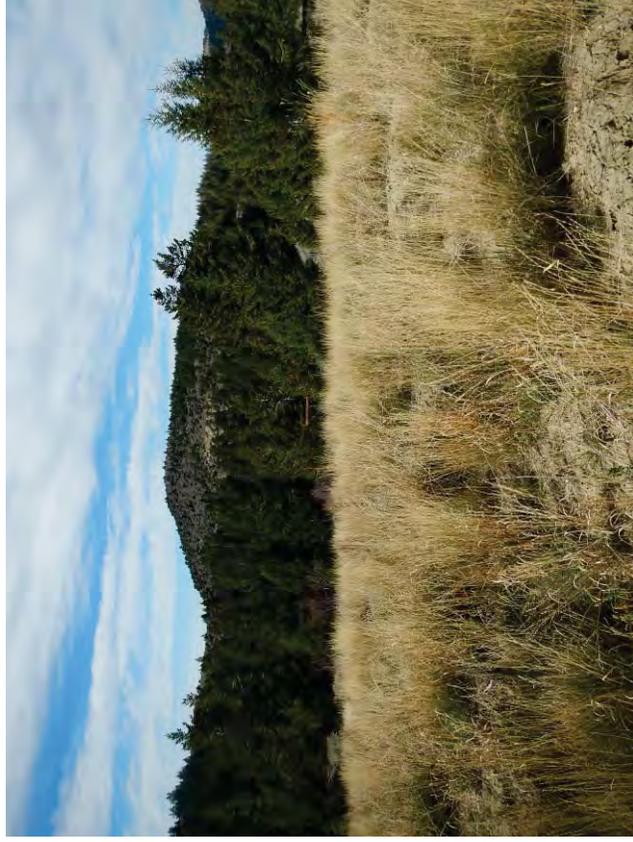


Site G-25

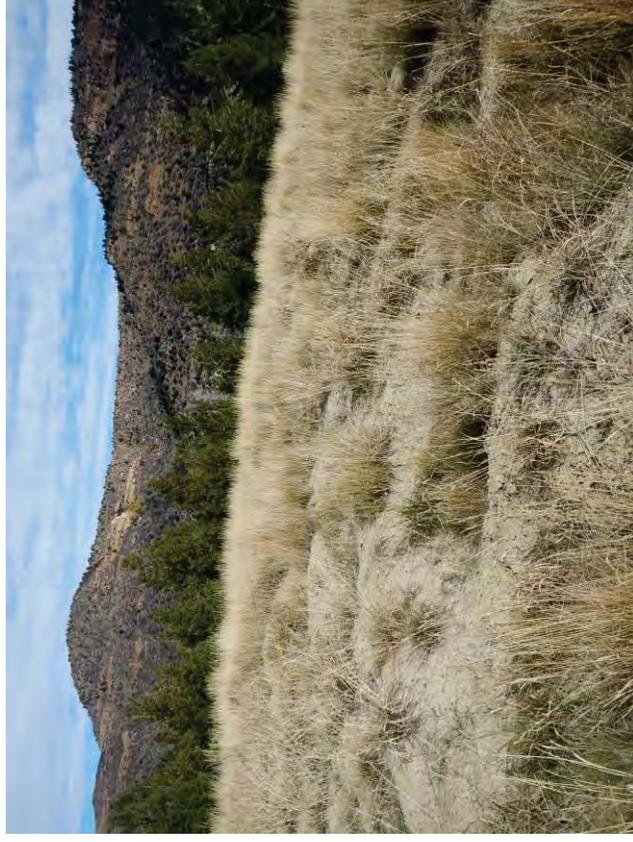


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-25



Site G-25

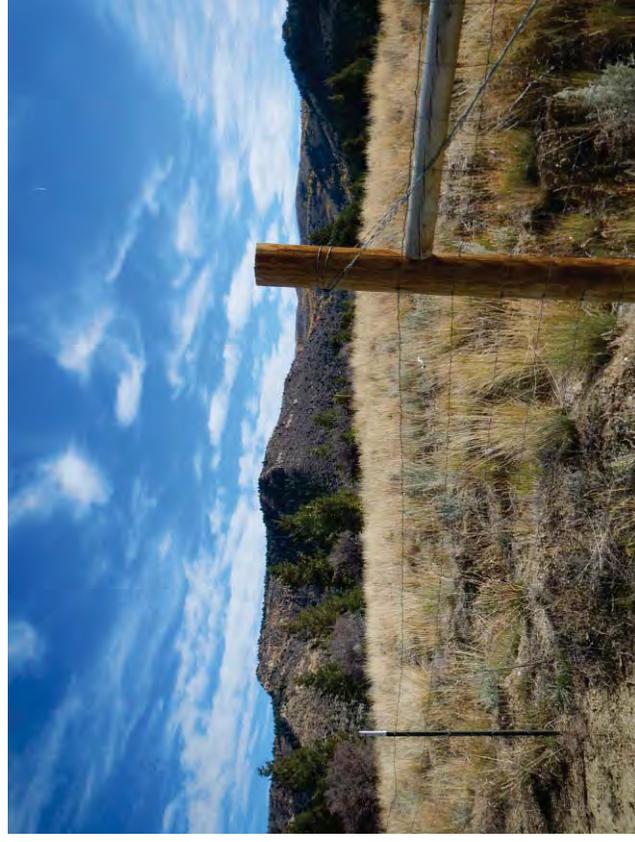


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-26

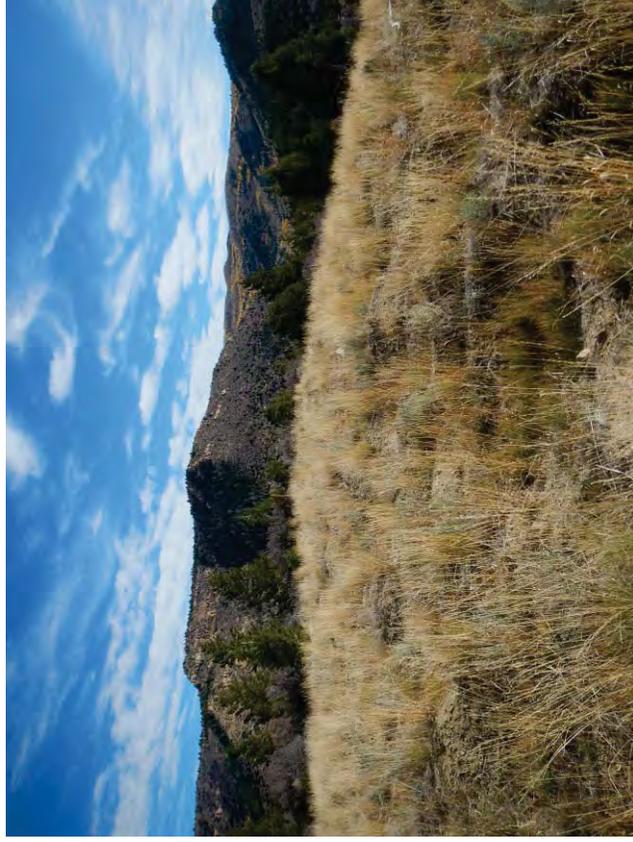


Site G-26



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-26

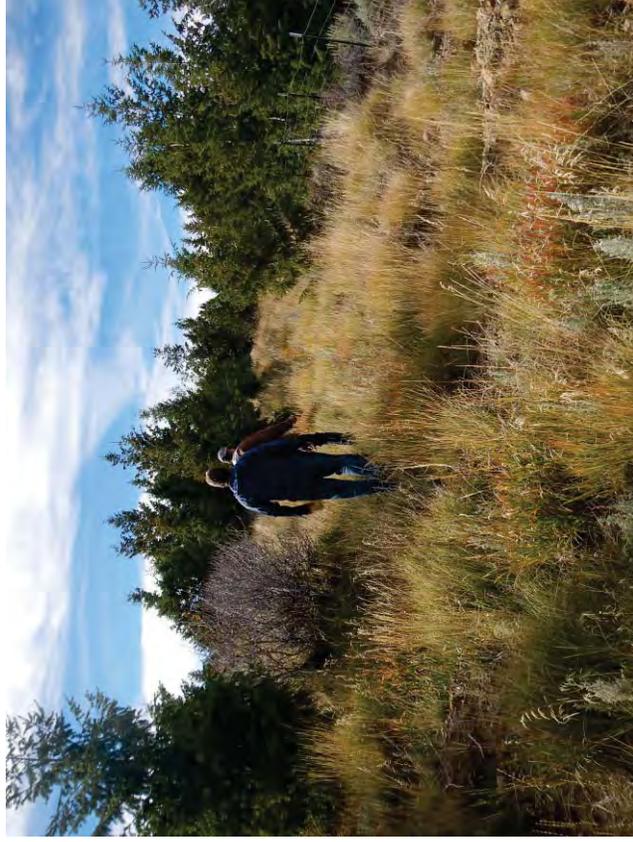


Site G-30

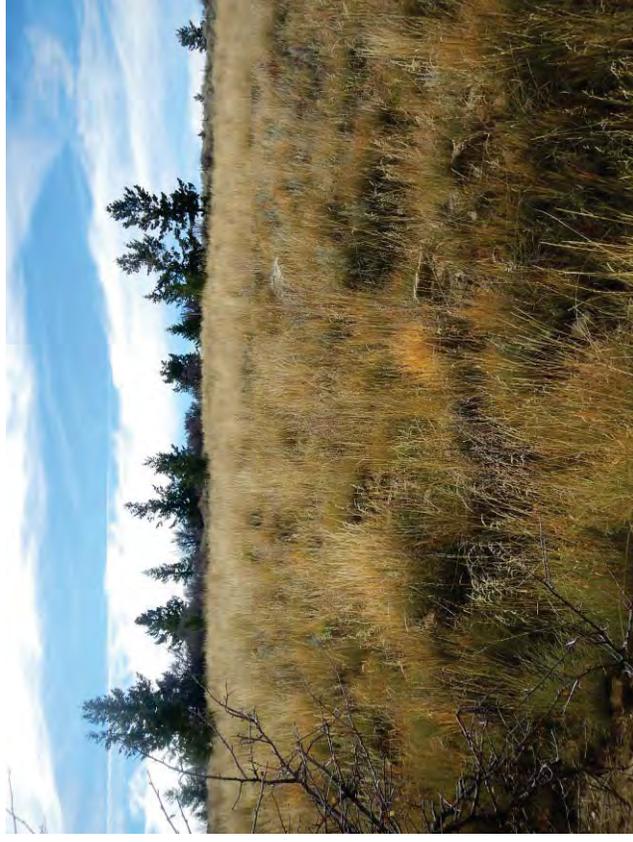


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-30



Site G-30



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-14



Site G-14



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-14



Site G-14

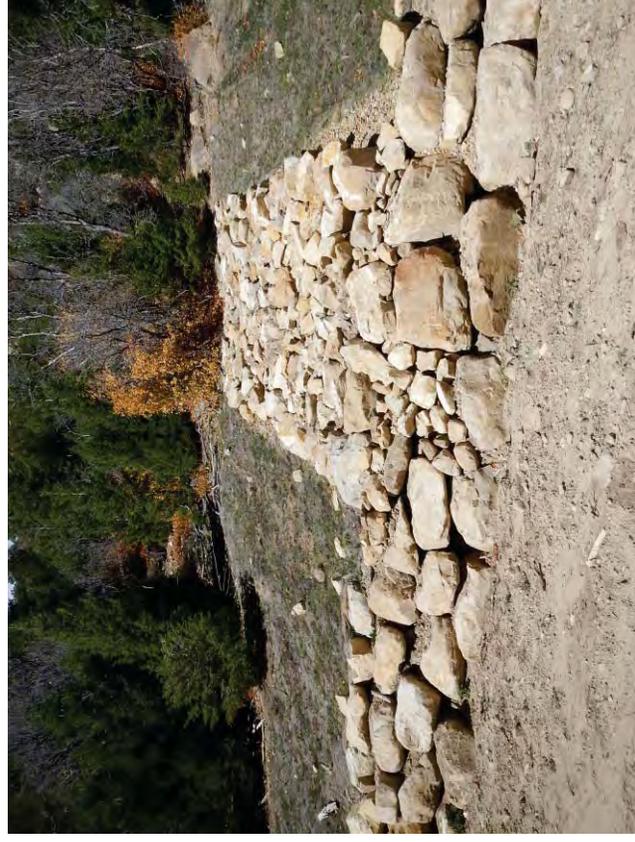


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-15

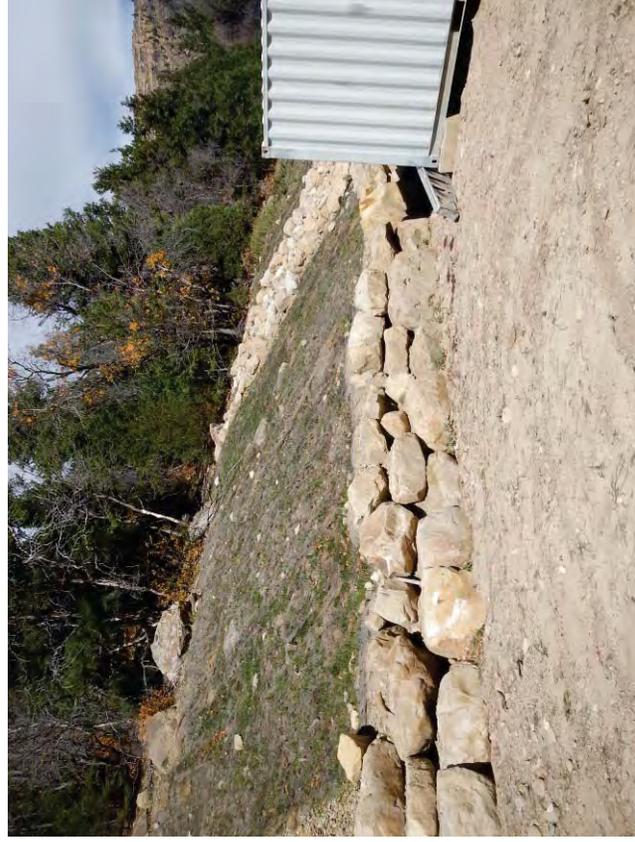


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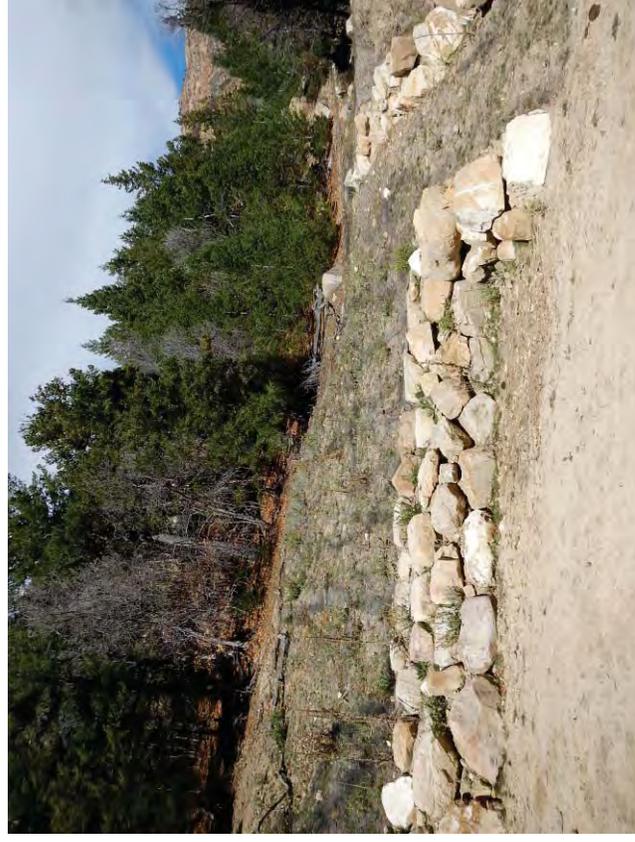


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-15

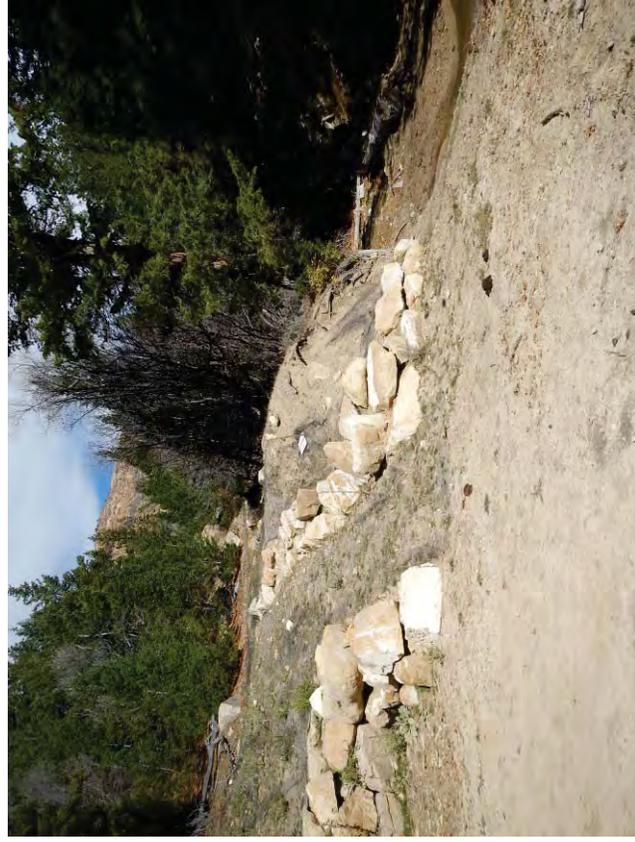


Site G-15



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-15

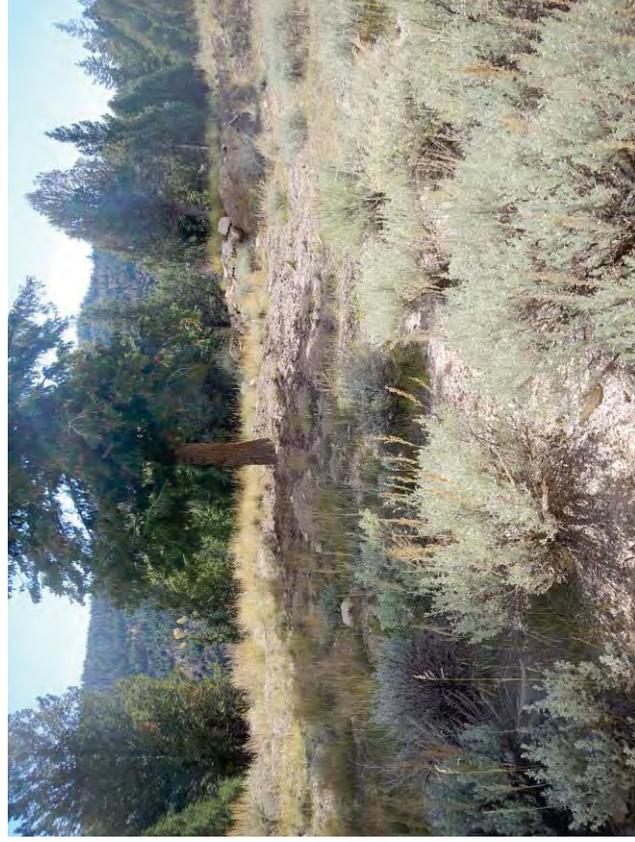


Site G-13

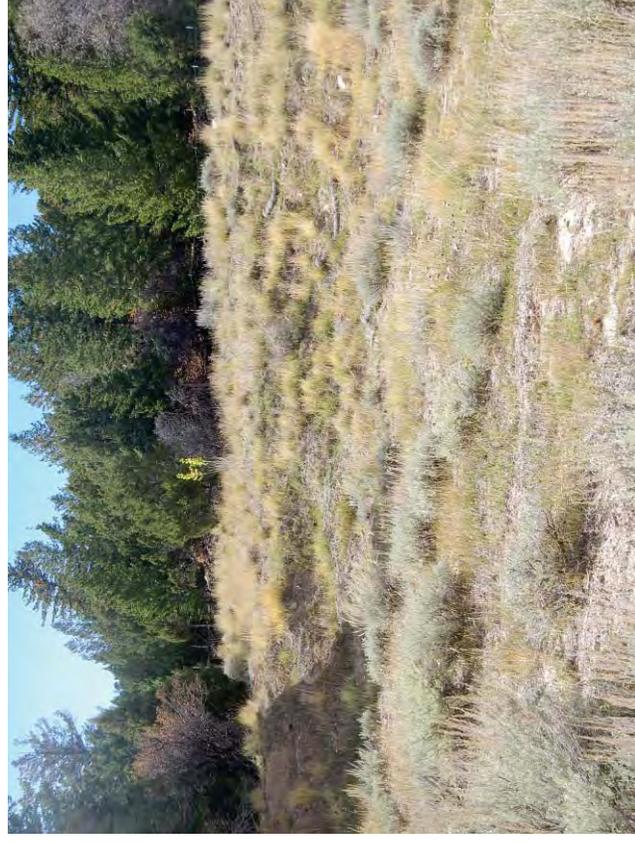


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-13

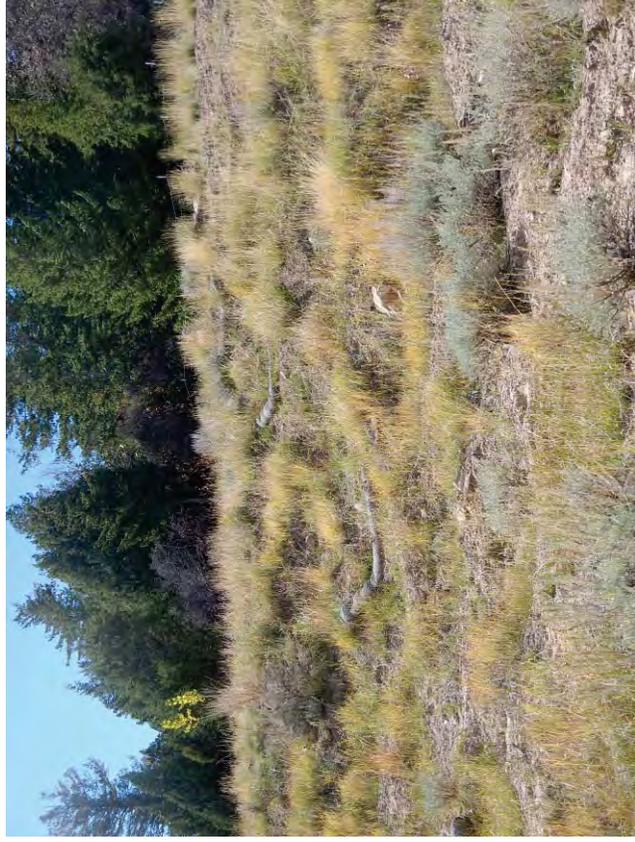


Site G-13



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-13



Site G-13

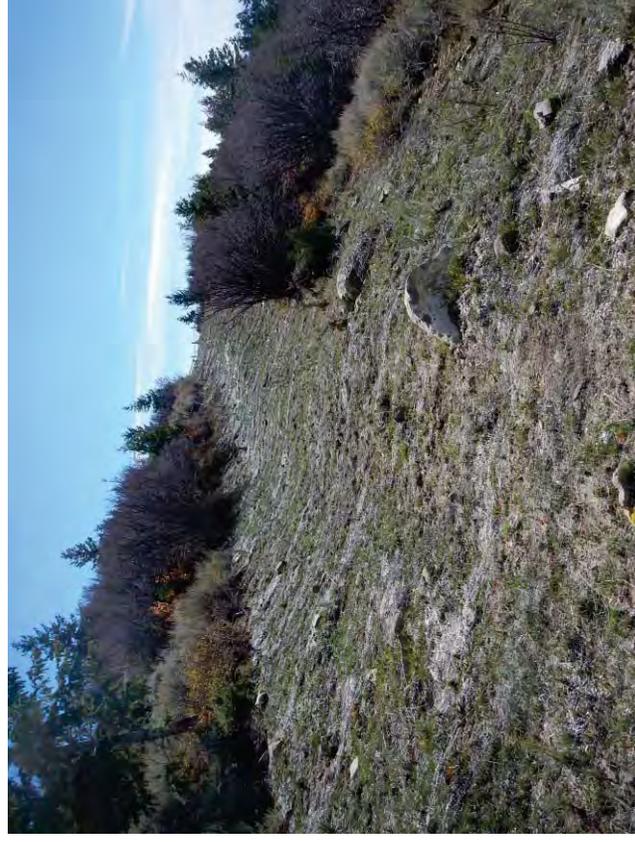


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-16 and G-22

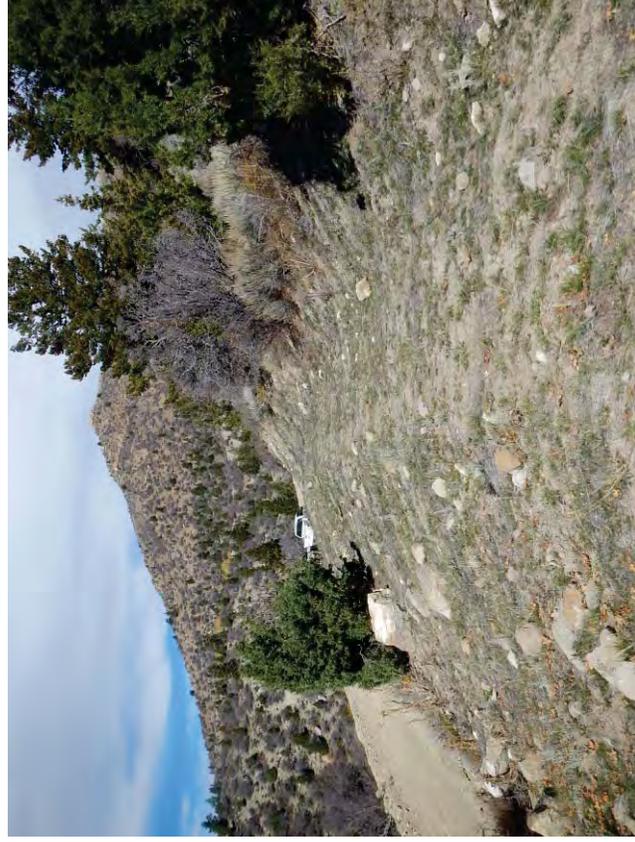


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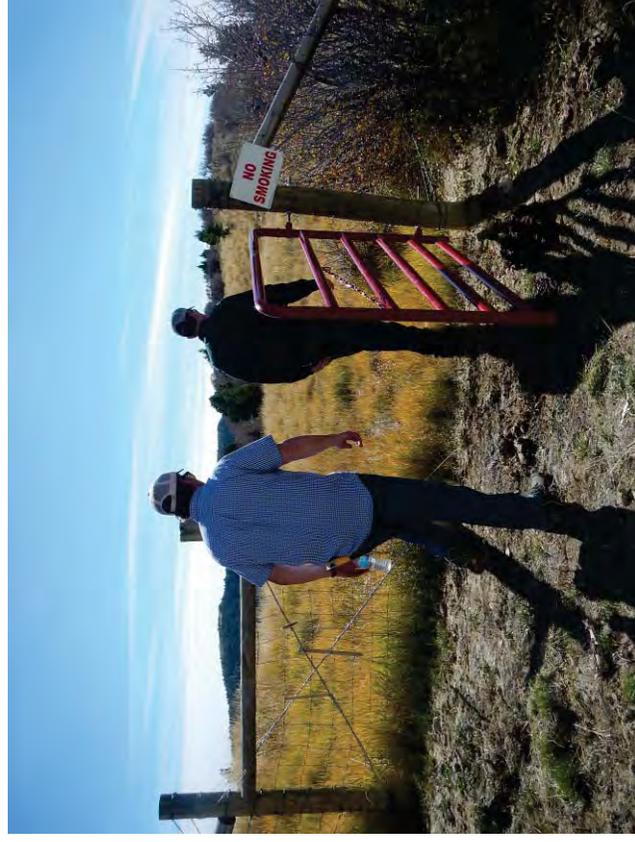


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-16

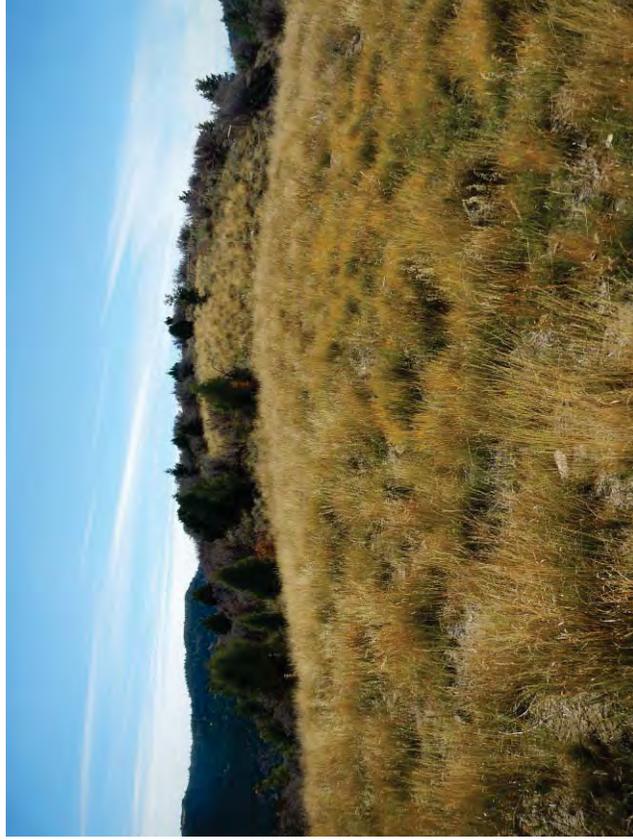


Site G-16

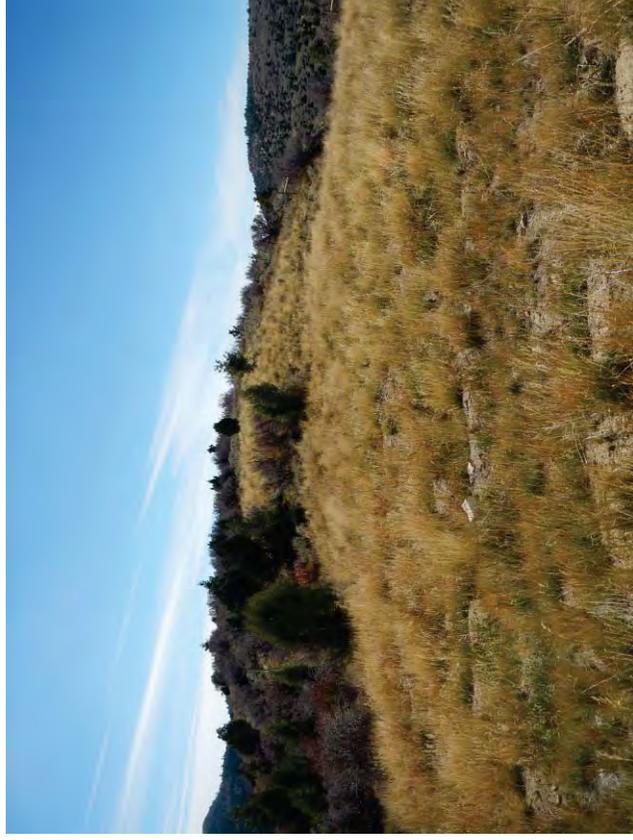


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-16

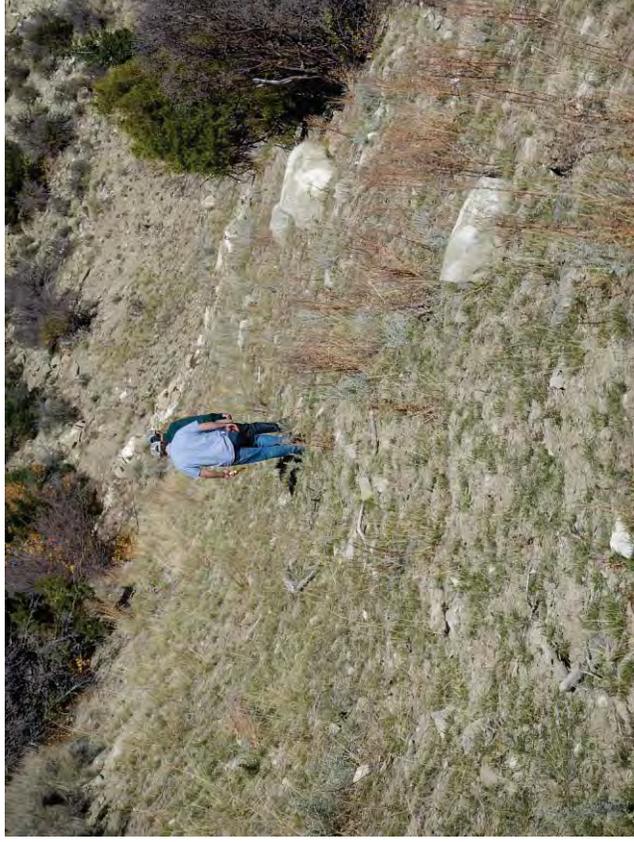


Site G-16



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-16 and G-22 Access Road



Site G-16 and G-22 Access Road

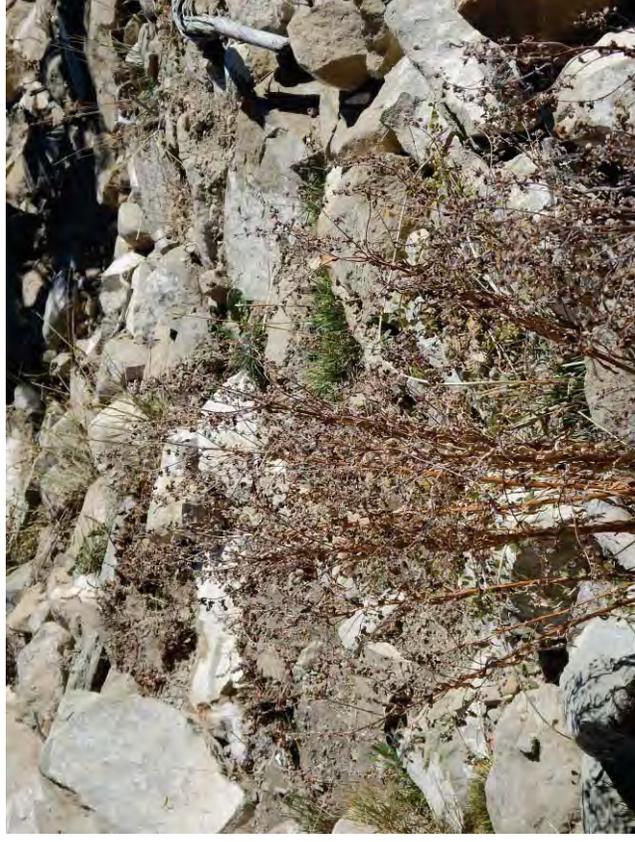


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

**G-16 and G-22 Access Road Rock
Lined Channel**

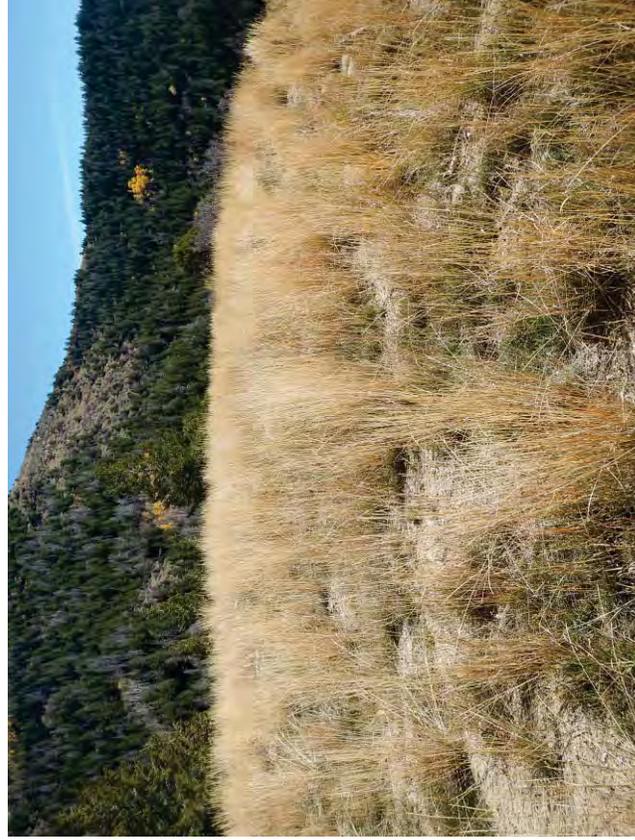


**G-16 and G-22 Access Road Rock
Lined Channel**

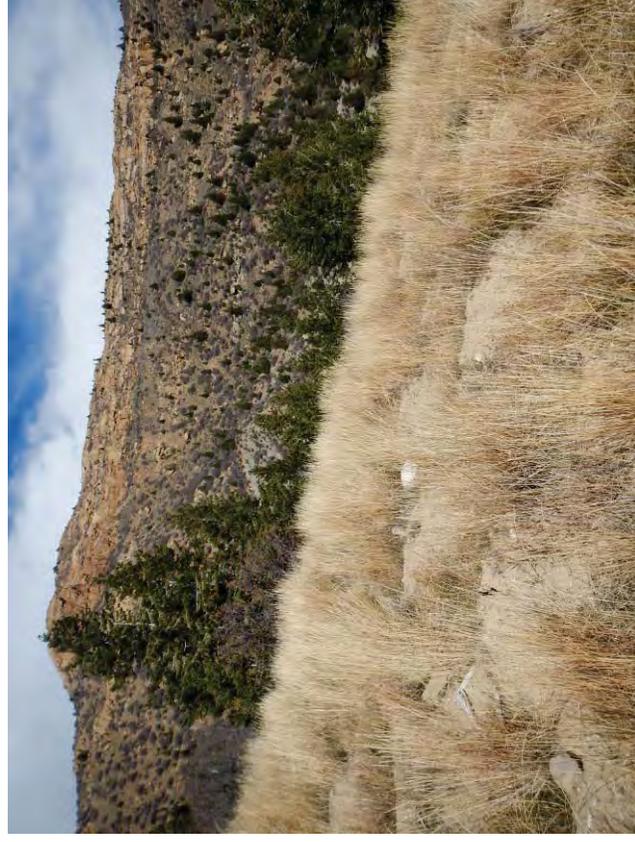


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-22



Site G-22

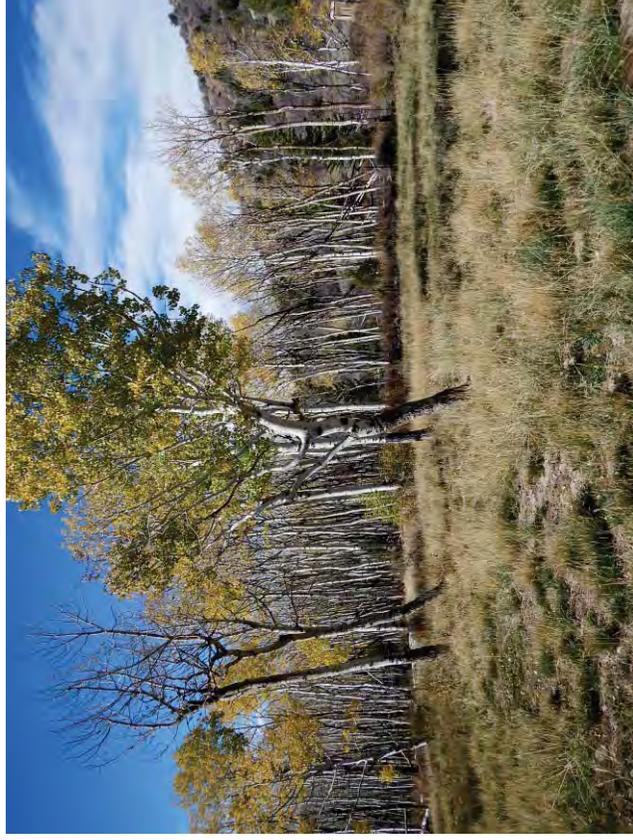


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-17



Site G-17

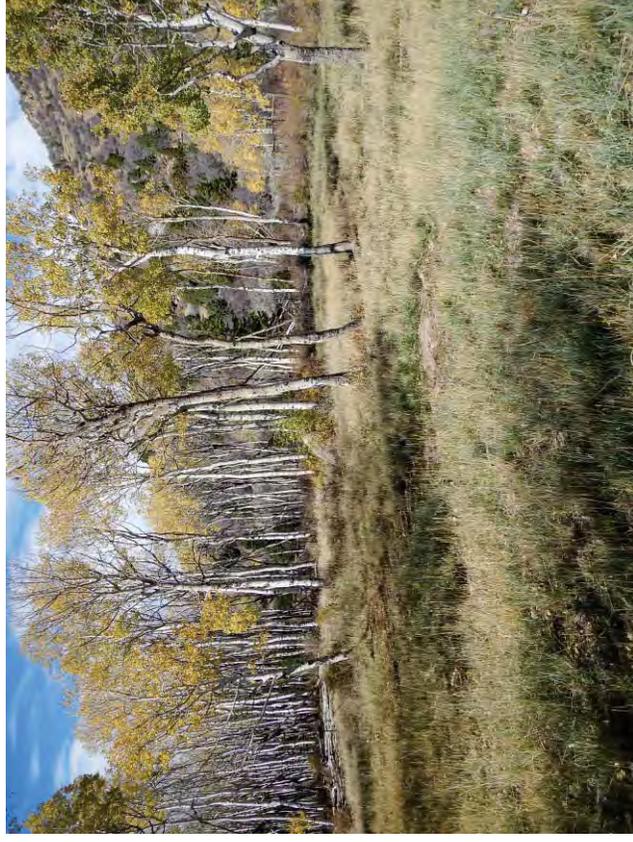


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-17



Site G-17

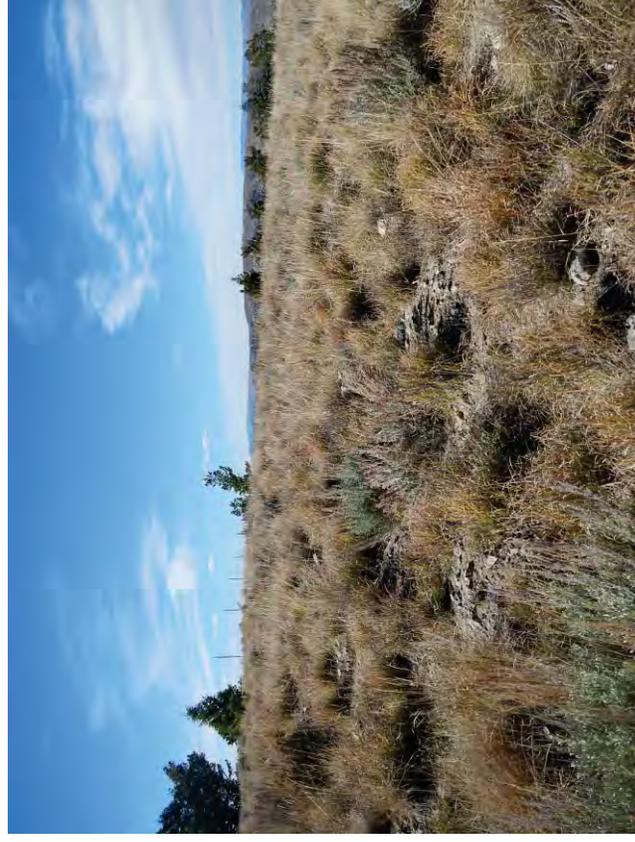


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-7

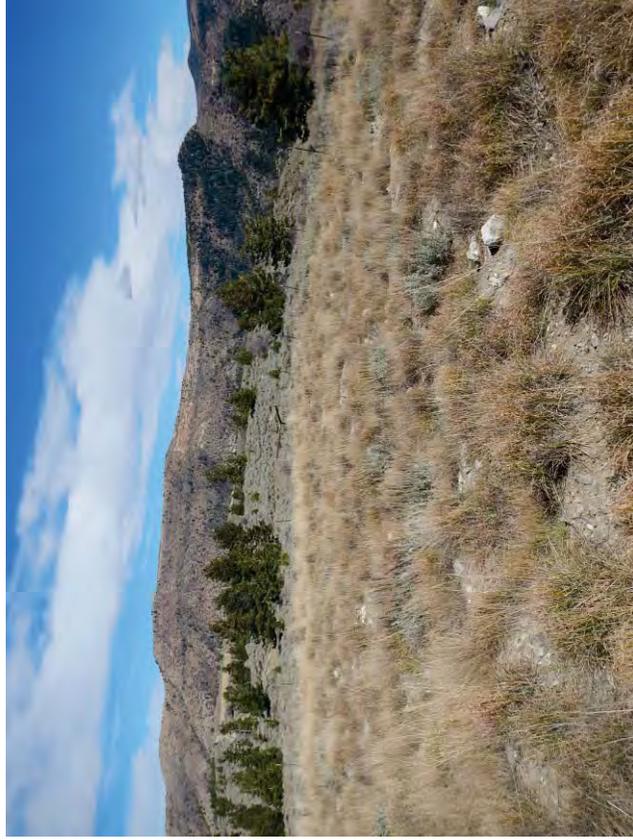


Site G-7

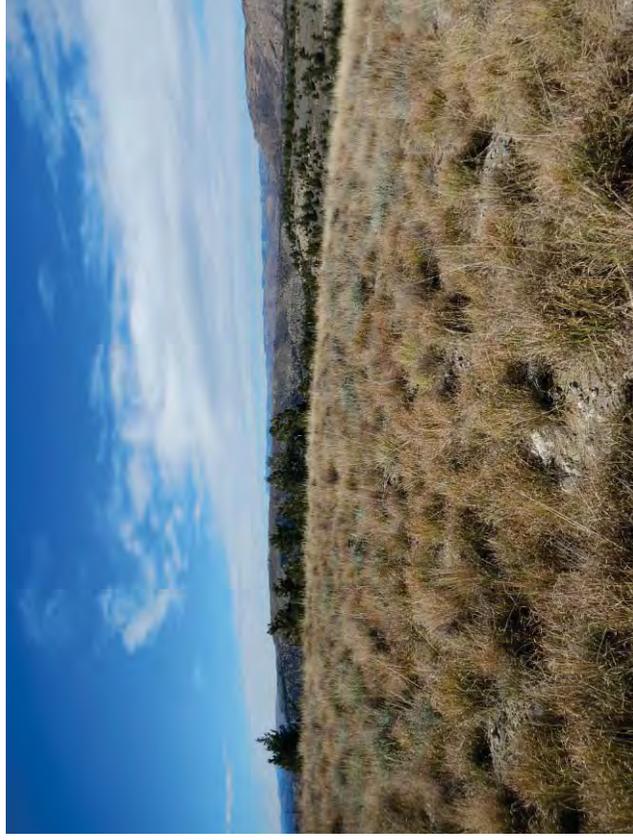


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-7



Site G-7

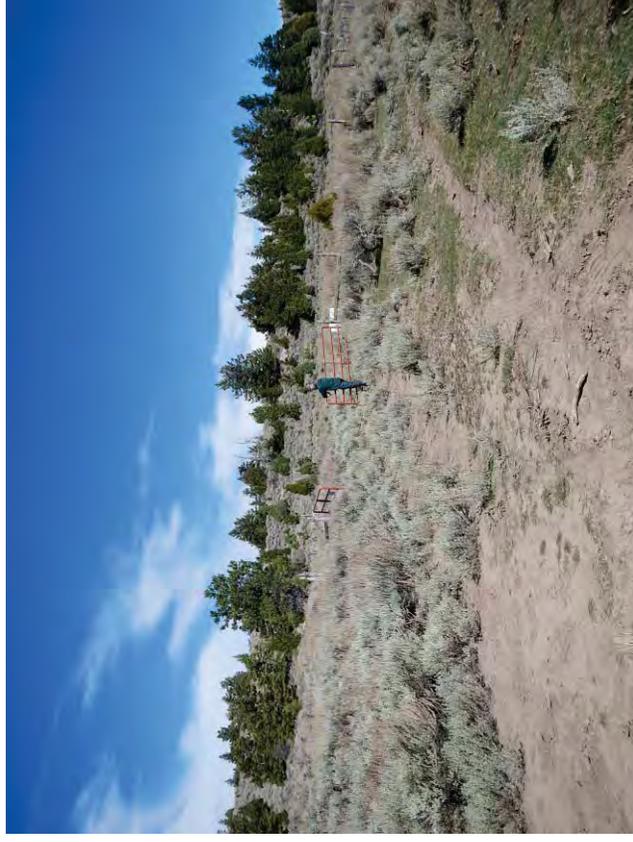


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-2

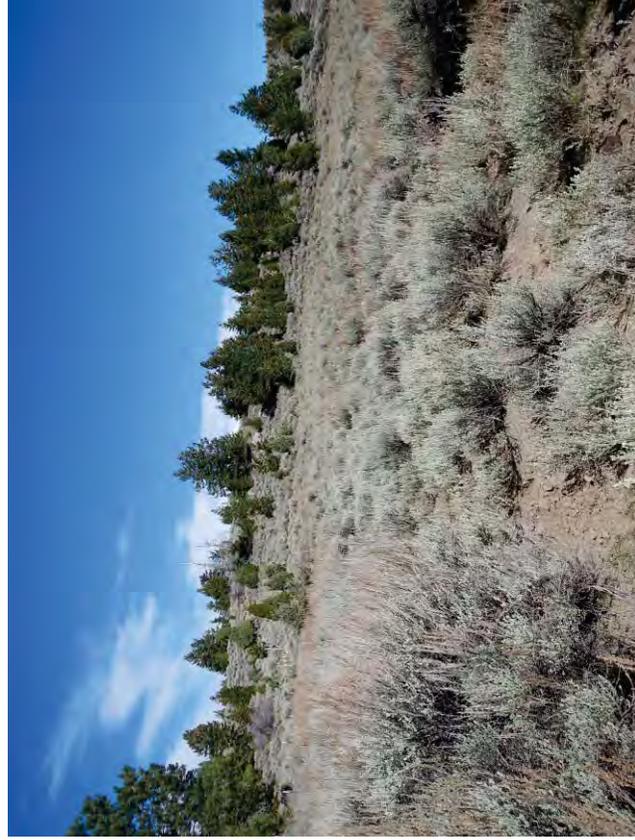


Site G-2

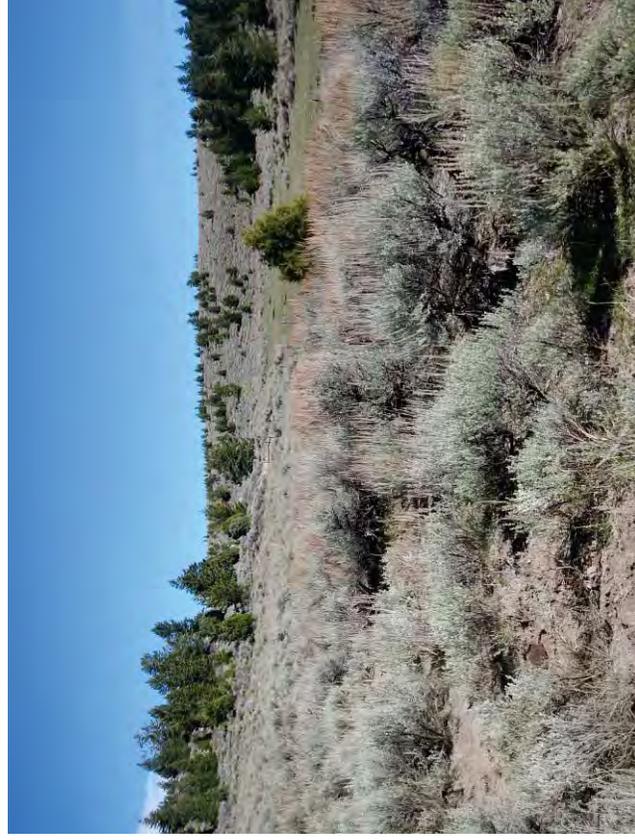


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-2



Site G-2



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-5

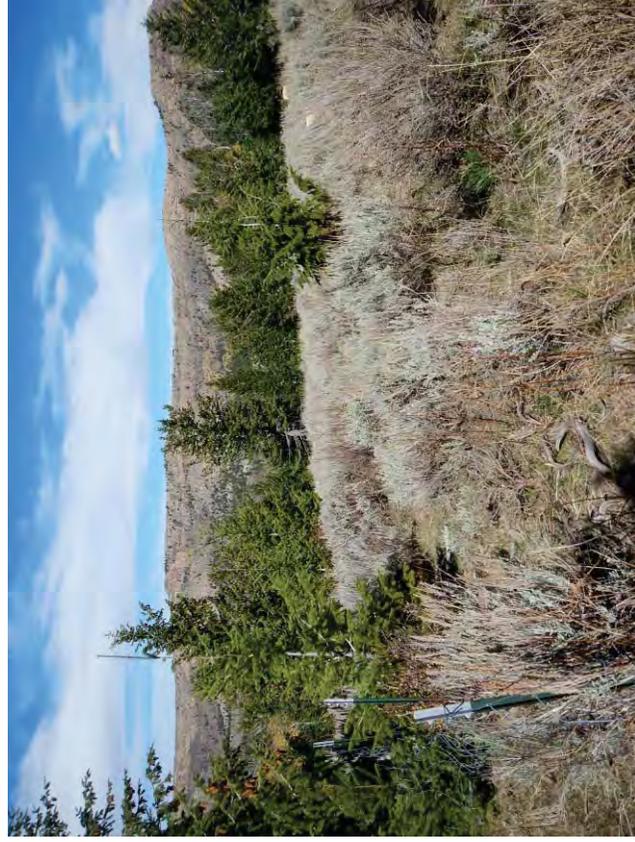


Site G-5



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-5



Site G-6

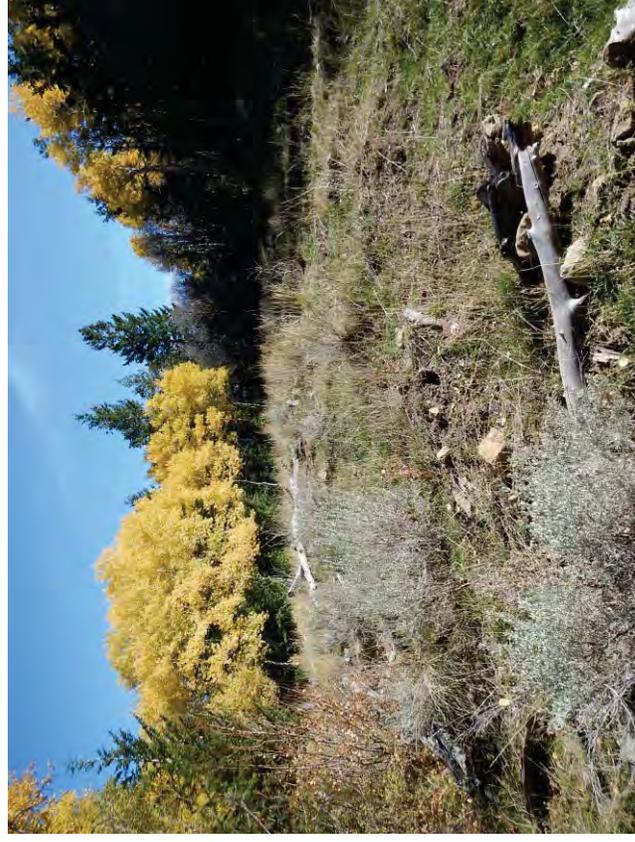


Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-6

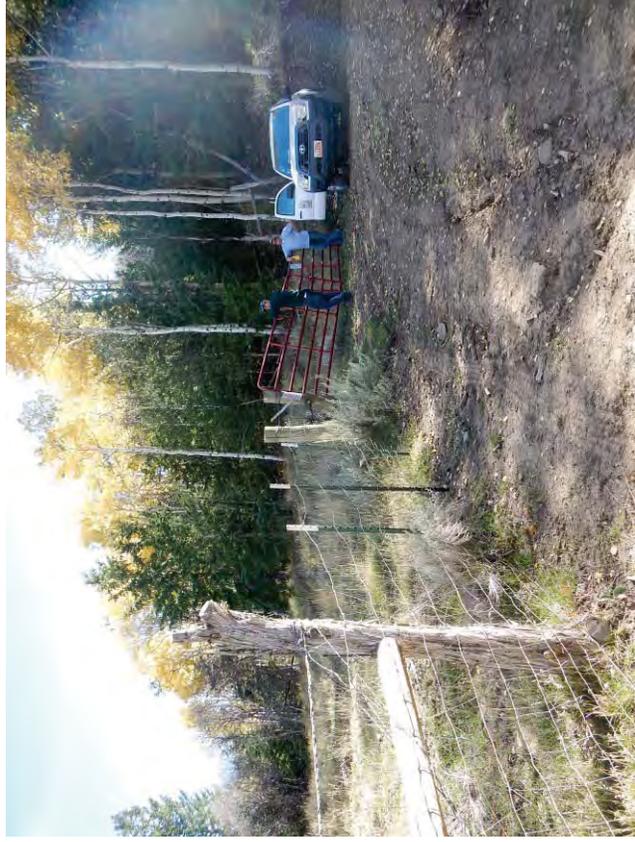


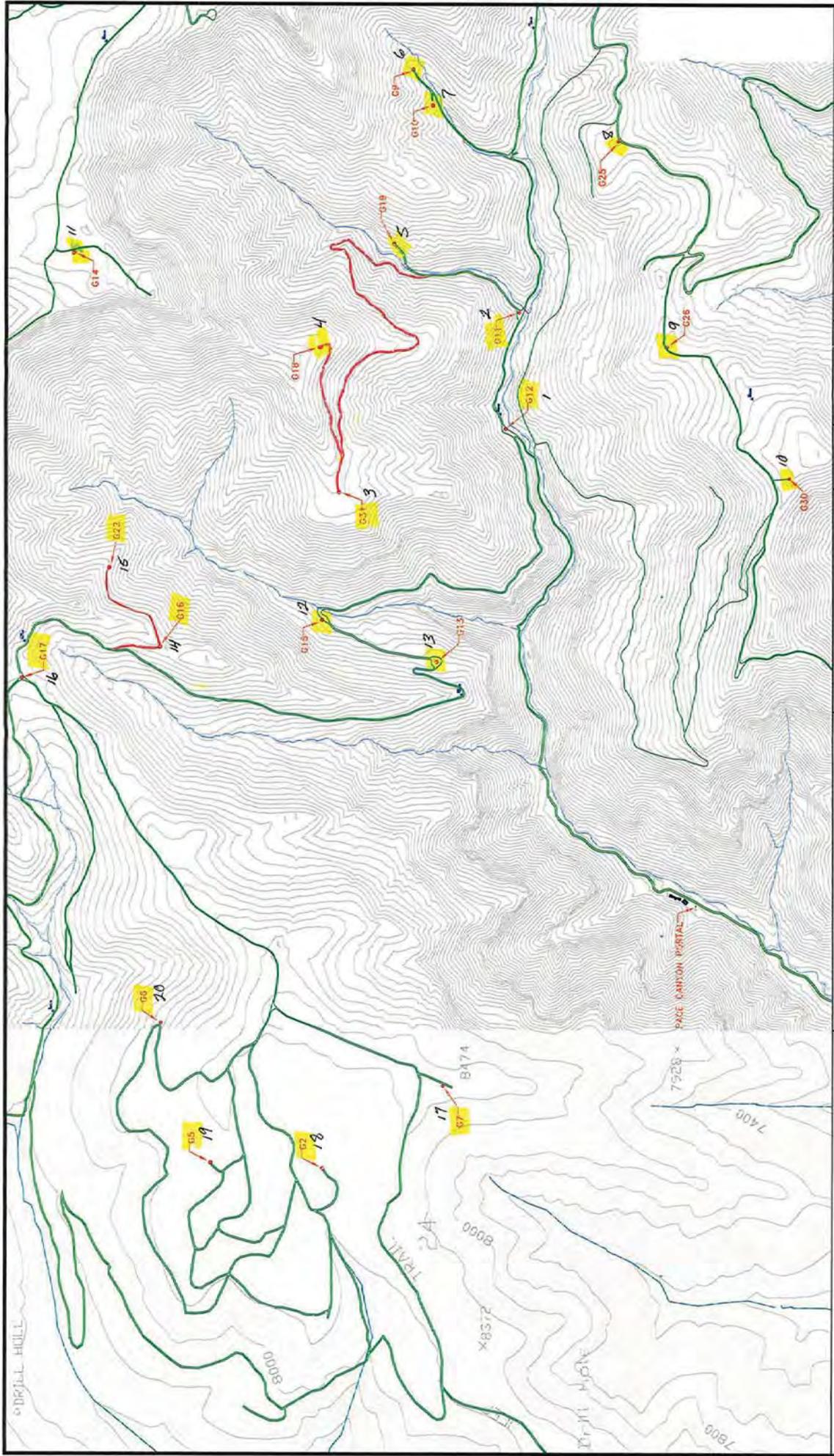
Site G-6



Dugout Canyon Mine
Degas Facilities Inspection
10/12/2016

Site G-6





CF Canyon Fuel Company, LLC
Dugout Canyon Mine

PACE CANYON ROAD SYSTEM

DRAWING OR ATTACHMENT 5-1 PLATE 4
P.O. BOX 1035
WELLINGTON, UTAH 84542

PERSONS OR UP-DATES		DATE		DATE	
NO.	BY	DATE	DATE	DATE	DATE
3	VSM	03/30/10	10/20/08	DESIGNED BY:	STV
4	JKS	09/10/10		DRAWN BY:	
5	JKS	07/27/10		CHECKED BY:	
6	BR	07/15/18			
7	BR	09/12/18			

SCALE: 1"=500 FT

LEGEND

- EXISTING ROADS
- EXISTING ROADS (LOCATION- FIELD SURVEY ONLY)
- ROADS CONSTRUCTED BY DUGOUT CANYON MINE
- SEAS WELL LOCATION

CONTOUR INTERVAL: 40 FT

CONTOUR INTERVAL: 20 FT

NOTE: NOT ALL ROADS IN THE AREA ARE SHOWN ON THIS DRAWING, BUT ALL ROADS USED FOR ACCESS TO THE SEAS WELLS PERMITTED THROUGH 2008 ARE SHOWN.

REGISTERED PROFESSIONAL ENGINEER STATE OF UTAH
No. 14146
DAVID G. SPILLMAN

#####

Degas Wells Reclamation Information
Updated February 2016

Well Sites	Access Road Need Reclamation		Year Constructed		Year Plugged		Final Reclamation		# Years Reclaimed	Phase I Bond Release	Phase II Bond Release	Phase III Bond Release	Notes
	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual					
G-1	Never-Constructed												Never-Constructed
G-2	Yes	2004		2009		2009		6/1/2009	7	2014	2014	5/2/2019	Monitoring Patrick Collins
G-3	No	2004		2005		2005		6/1/2005	11	2014	2014	5/2/2015	Phase III Complete
G-4	No	2004		2005		2005		6/1/2005	11	2014	2014	5/2/2015	Phase III Complete
G-5	Yes	2004		2009		2009		6/1/2009	7	2014	2014	5/2/2019	Monitoring Patrick Collins
G-6	No	2004		2005		2005		6/1/2007	9	2014	2014	5/1/2017	Monitoring Patrick Collins
G-7	No	2005		2008/2009		2008/2009		6/1/2009	7	2014	2014	5/2/2019	
G-8	Never-Constructed												Never-Constructed
G-9	No	2005		2008		2008		6/1/2012	4	2014		5/2/2022	
G-10	No	2006	2006	2008		2008		6/1/2010	6	2014	2014	5/1/2020	
G-11	No	2006	2006	2008		2008		2010	#VALUE!				Not reclaimed
G-12	No	2006	2006	2009		2009		6/1/2011	5	2014	2014	5/1/2021	
G-13	No	2006	2006	2008		2008		6/1/2009	7	2014	2014	5/2/2019	
G-14	No	2006	2006	2010 (B)		2010 (B)		6/1/2010	6	2014	2014	5/1/2020	
G-15	No	2008						6/1/2015	1			5/1/2025	
G-16	Yes							2011	3	2014		5/2/2023	Access Road was reclaimed in 2014
G-17	No							2011	2			8/31/2024	Reclaimed late 2014
G-18	No	2007	2007	2010	2010 (A)	2008 (A)		10/1/2014	4	2014	2014	5/2/2022	
G-19	No	2007	2007	2008	2008	2008		6/1/2010	6	2014		5/1/2020	
G-22	Yes	2007	2007					6/1/2013	3	2014		5/2/2023	Access Road was reclaimed in 2013
G-25	No	2009						6/1/2013	3	2014		5/2/2023	
G-26	No	2009						6/1/2013	3	2014		5/2/2023	
G-29	Never-Constructed												Never-Constructed
G-30	No	2010						6/1/2013	3	2014		5/2/2023	
G-31	Yes	2007		2010	2008 (A)	2008 (A)		6/1/2013	3	2014	2014	5/2/2023	
AMV Access Road		2007						6/1/2012	4	2014		5/2/2023	1/3 Partial Bond Release 2/3 unreclaimed