



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

10027

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INSPECTION REPORT

Partial: XXX Complete: Exploration:
Inspection Date & Time: AM- 12:30 PM
Date of Last Inspection: 06/27/2001

Mine Name: Bear Canyon Mine County: Emery Permit Number:
Permittee and/or Operator's Name: Co-Op Mining Company
Business Address: P.O. Box 1245, Huntington, Utah 84528
Type of Mining Activity: Underground XXX Surface Prep. Plant Other
Company Official(s): Charles Reynolds
State Official(s): Jim Smith, Priscilla Burton Federal Official(s):
Weather Conditions: Warm, partly cloudy, calm
Existing Acreage: Permitted 1377.75 Disturbed 29.1 Regraded Seeded
Status: Active XXX

REVIEW OF PERMIT, PERFORMANCE STANDARDS & PERXIT 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 N/A.
b. For partial inspections check only the elements evaluated.
2. Document any noncompliance situation by referencing 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, Division Orders, and amendments.

Table with 5 columns: Item, EVALUATED, N/A, COMMENTS, NOV/ENF. Rows include categories like PERMITS, SIGNS AND MARKERS, TOPSOIL, HYDROLOGIC BALANCE, etc.

INSPECTION REPORT
(Continuation sheet)

PERMIT NUMBER: C/015/025

DATE OF INSPECTION: 07/12/2001

(COMMENTS ARE NUMBERED TO CORRESPOND WITH TOPICS LISTED ABOVE)

3. **TOPSOIL**

Construction on the lower conveyor access road was started around July 5. Topsoil is being placed on the adjacent slope, as planned, 20' from the ephemeral drainage. Permeable geotextile has been placed under a large section of this pile to serve as a marker between in-place soils and the stored topsoil. Much of the cleared vegetation, including small trees and branches stripped from larger trees that have been harvested, is to be left in or under the topsoil. To date, approximately 1400 yards of topsoil have been stored in the new topsoil pile (by Mr Reynold's estimation). The work of topsoil salvage will continue along the lower conveyor access road route and in the drainage where the catch basin is to be constructed and where the conveyor will be at ground level.

Approximately 80 yards (by Mr. Reynolds estimation) has been used, temporarily, to fill the channel where the lower conveyor access road will cross. Mr. Reynolds indicated that the topsoil was used to gain access for equipment to the other side of the drainage where topsoil stripping and storage activities were to begin. There has already been loss of structure to the soil where vehicles have traveled across it. Mr. Reynolds stated that this topsoil will be removed and placed on the topsoil pile. He also stated that the topsoil removal from the road crossing and culvert installation in the channel under the road crossing should be completed by next week.

Approximately 20 cubic yards of topsoil that was excavated from the road outslope will be used to bury the 36 inch culvert that will serve as a by-pass diversion for undisturbed drainage. A short section of the culvert will be buried. The rest of the culvert will rest on the surface (except where it goes through the fill at the road crossing, mentioned above). Mrs. Burton approved of this use of the 20 yards of topsoil for the following reasons:

- The topsoil had been disturbed during construction of the road by ARCO in 1981.
- The topsoil covering the by-pass culvert will be seeded and will not be redisturbed until final reclamation.
- Topsoil used to bury the culvert is not in danger of erosion or contamination from disturbed area drainage.

16A. **ROADS: CONSTRUCTION/MAINTENANCE/SURFACING**

In addition to the road work already discussed, the 84-inch culvert has been installed where the road crosses Bear Creek. Bentonite and concrete have been used at the upstream end to secure the culvert entry and prevent bypass. Rip-rap armor was being placed on the upstream side of the crossing, and the downstream end will be rip-rapped for stability. The road surface will be raised three more feet. When the riprap work and road construction around the culvert is complete, the side slopes will be seeded.

Inspector's Signature: _____

James D. Smith # 43

Date: July 16, 2001

Note: This inspection report does not constitute an affidavit of compliance with the regulatory program of the Division of Oil, Gas & Mining.

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cc: James Fulton, OSM
Wendell Owen, Co-Op Mining
Price Field office

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