




TRINITY COUNTY
COMMUNITY DEVELOPMENT SERVICES
BUILDING - ENVIRONMENTAL HEALTH - PLANNING
61 AIRPORT ROAD, P.O. BOX 2819, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1354, FAX (530) 623-1353

Kim Hunter, Director

MEMORANDUM 2

DATE: March 24, 2021

TO: Planning Commissioners and members of the public

FROM: Kim Hunter, Director of Planning 

SUBJECT: Item 1 MODIFICATION/REVOCATION OF CONDITIONAL USE PERMIT (-
97-32) Comment Received

In this memo: Comment inadvertently not included in Memo dated March 23, 2021

Liz McIntosh, District 4
Agenda Item Re: Smith Pit Tailings
3-21-21

Dear Commissioners,

I am a former employee and parent of 2 children who go to Junction City Elementary School and I live about 3,000 feet from this operation (as a crow flies). There is nothing simple or straightforward about this project that spans well over 20 years. After weighing out all of the evidence and history of how the businesses have been operated and the lack of enforcement from the county, it seems to me that the most legal and ethical pathway forward is to revoke this permit entirely.

This project started out as something the community could support ONLY with conditions to mitigate impacts. It was highly controversial when the current permit was granted in 1997. But the community went forward in good faith because (1) the intended goal to return this land to an Open Space corridor for wildlife and recreation benefited the environment and the surrounding residents; and (2) because Phase I was more than halfway completed and shown to be done in accordance with all that was promised by the original land owners and operator. Unfortunately, operations changed after the 1997 approval and sadly, all these years later, reclamation never even began on Phase II.

Due to business decisions and goals, this reclamation project has become an industrial enterprise, located in a neighborhood, with the elementary school as one of the closest neighbors, off a road that is the only ingress and egress to hundreds of residents. By brazenly flouting the conditions of the permit, this project is now more of a public nuisance than any benefit it offers. It has created an atmosphere that is detrimental to public health, safety and welfare. These are all grounds for revocations under Trinity County's Use Permit ordinance (Ord. 315 Section 32).

I think it's equally important to acknowledge that Trinity County, as the lead agency, has completely failed in its responsibility to enforce this permit. Had there been the resources and resolve to appropriately regulate this project, from the beginning, none of us would be here today. Businesses that do not follow the law coupled with regulators who do not enforce it - is a recipe for catastrophe and litigation. This is a scenario where we all lose. In my opinion, your vote to revoke, severs this cycle of exploitation and complicity.

It is not lost on me that revoking this license leaves a mess over there without a solution for clean-up. However, I'd argue that finding a solution is not the question for today, nor is it a reason to continue holding hands with and enabling non-compliance. Allowing amendments with the same players in place, begs for the same result. Further, it would send a loud and clear message that Trinity County doesn't uphold their own laws. It tells operators of all businesses that you don't need to ask permission, you can just ask for forgiveness, and that is a dangerous precedent to set. That mountain of material is there, because the county allowed it to be there without following proper protocols. Perhaps another entity will come along to do the job right, or the county can find another way to clean it up. In the meantime, Junction City is no stranger to rock piles and we would rather see those piles sit there than to support going forward with a business that has no history of following the law.

I'd like to spend the rest of this letter detailing some of the ways we've experienced and found breaches of the current permit. To begin, I think it is important to know that approving the current permit was very controversial from the start. To illustrate this, as well as to shed light on the intentions of the original land owners, here is an excerpt from the Planning Commission minutes of November 13, 1997:

Dixie Capelli-Fullerton, resident of Junction City, said she lives about a mile up on the hill across from the Eagle Rock mine. She said there is nobody to monitor the dust and noise of Eagle Rock right now. She doesn't think they will monitor dust and noise on Smith's property either. She said the dust does not dissipate. It stays in the lungs forever. She said we need to start thinking of our children. We need to focus on the younger generation. We need to focus on keeping money in the county but we also need to think of our children.

Jim Smith, owner of the property, said his property lies on both sides of the river. The Capellis live 4 miles away. Smith said the gravels in these tailings are unique and meet or exceed Caltrans requirements. There are few tailing piles on private land in the county. The land use designation and zoning are right for this project. We are making a reasonable request. This type of project was even mentioned in the Junction City Community Plan. The material will be hauled to Weaverville. To give you an idea of the operation, the operator's annual needs are 15,000 cubic yards. He uses two trucks. It would take about 17 full weeks of maximum use of the trucks to haul 15,000 cubic yards. They will only be hauling about 900 cubic yards a week. The concern over the truck traffic has been blown completely out of proportion. The plan meets the needs of the school. The peak use of the trucks will be during summer vacation. The bulk can be hauled in summer. Smith said he believes the removal of the tailing piles will enhance the area and will improve habitat for wildlife. There is neither food nor cover now. There will be some noise and some dust, but it will be at a low level. This operation will not generate the noise of Caltrans. It will be less offensive than the county operation less than a mile away. They screen and crush with no noise protection. No one seems to be offended by that. Smith said he went out and circulated a petition himself for people in favor of the project. He said he found it interesting that most

people when presented with the facts found no trouble in signing his petition. In fact some of the people who had previously signed the petition against the operation, signed my petition. They said they were misinformed. We are talking about eleven jobs that are on the line. There are 72 contractors that rely on this material. The families of these workers spend much of their money in Trinity County. We believe this is a reasonable request and urge approval.

The residential impacts of this project are so much greater than just the properties that are closest to it. Because of the site's particular location on the river bar and its low elevation, an amphitheater effect is created, causing the sound to bounce around the canyon. As you've heard community members voice in the past, there are people living thousands of feet away reporting that the sounds and light can be as loud and bright as if it was right next door to them; but then there are others who are close but do not really feel that impacted at all. This dynamic causes the impacts to be felt differently everywhere. A recent example of this was when Trinity Sand and Gravel did their sound study and the two neighbors who had the highest sound readings had to be included in the study upon request because neither was close enough in proximity to be automatically included.

The business owners have not only been unwilling to operate within the boundaries of their permit but they have not followed through on reclaiming this land. The final approved reclamation plan states that Phase I would reclaim approximately 3 acres and Phase II would reclaim 6 for a total of 9 acres and 350,000 cubic yards of material to be reclaimed with a proposed termination date of 2020. Here we are in 2021 and only 2.4 acres of Phase I have been reclaimed and an additional 500,000 cubic yards have been added to the site. Other contract

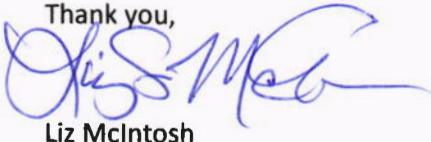
breaches include:

Operational Actions	Broken Conditions
<p>Up to 2 portable rock crushers used on and off over the years. Acknowledged by prior operator at public meeting. Also recognized in proposed amendment application of 9/2019 and 2018 inspection reports from NCUAQMB (attached).</p> <p>Evidence and acknowledgment of wash plant and ponds being used as well as installation of truck scale (see attached 2014 inspection report from Trinity County Department of Transportation)</p> <p>Maintaining a bone pile of equipment, parts, scrap metal and garbage.</p> <p>Routine operation on weekends and legal holidays.</p> <p> </p> <p>*Note: regulatory oversight of this project was meant to be housed in the Planning Department but changed to the Department of Transportation sometime around 2010. How is it appropriate to allow DOT to regulate businesses they may contract for bid with?</p>	<p>Condition #1 "All mining operations and activities; method of mining and equipment used; and area to be mined shall be those described in the approved final reclamation plan."</p> <p>Reclamation plan states on page 13 "Actual mining activity will consist only of gravel extraction, screening, and temporary stockpiling. No rock crushing, washing, or asphalt production is proposed on-site. The screened product will be transported to the operator's existing plant facility in Weaverville for processing into concrete aggregate, road construction products, and fishery habitat restoration material."</p> <p>It is further stated on page 13 "There is no provision for a "bone pile" of unused equipment on this site. All unused equipment will be removed from the site."</p> <p>Condition #4 "The reclamation plan shall be amended if site conditions, mining operations, or other activities necessitate a reevaluation of mine operations and reclamation..."</p> <p>Condition #6 "This is primarily a "scoop and haul" operation. The only onsite processing permitted is the use of one (1) portable, temporary screening unit..."</p>
<p>Contracting with Caltrans in January 2017 to bring an estimated 500,000 cubic yards of slide material to the site. This mountain of material is situated partially within the 100' buffer as can be seen in the last map for the amendment proposal 9/2019 (attached)</p> <p>Attempting to contract with Caltrans again in January 2019 to bring in 30-40,000 cubic yards of material known to have high concentrations of lead.</p>	<p>Condition #10 "The permittee (operator) shall not operate within one hundred (100) feet of the Trinity River riparian corridor during the period of September through April each year. During the remainder of the year (May through August) the operator shall observe a setback of thirty (30) feet from the riparian area."</p> <p>Other conditions violated include #'s 1, 4 and 6</p>
<p>Last record of financial assurances update is 2016, prior to Big French Creek Slide. Major site changes necessitating updates to the assurances have occurred from bringing in additional material,</p>	<p>Condition #2 "Operator shall amend the reclamation plan to provide financial assurances in accordance with Public Resources Code Section 2773.1 to ensure that reclamation is performed and completed as described in the approved reclamation plan.</p>

expansion of mining boundary, as well as subdivision of the property and sale of the business.	Initial financial assurances shall be secured, as reviewed and approved by the Planning Director in consultation with County Counsel and the California Department of Conservation, prior to any site disturbance associated with mine operations. Adjustments to the financial assurances shall be made if necessitated by modifications to the project, including, but not limited to, changes in site conditions or the cost of reclamation (ref: PRC, Sec 2773.1 (a)(3)).
<p>Trucks routinely passing the school during pick up and drop off of students, even after being made aware that this was outside of the permit allowance. Pictures attached.</p> <p>Truck drivers driving too fast and then overusing jake brakes when passing.</p> <p>The safety and wellbeing of the students was of utmost importance to the school board in 1997. Truck traffic and noise topped the list of concerns. I've attached a letter to the Journal from JCS's CBO at the time that details the promises made to the board on this front.</p>	<p>Condition #5 "Hours of operations for the mining activities shall be from 7:00 a.m. to 6:00 p.m. Monday through Friday, with no operations to occur during the weekend (Saturday and Sunday) or on legal holidays. Mechanical screening activity, if it occurs, shall cease by 4:00 p.m. each business day. To reduce potential conflict between the proposed commercial truck activity associated with this mine operation and school related pedestrian and vehicle traffic, material hauling on Red Hill Road shall not occur during the morning and afternoon periods when children are coming to or leaving school (one half hour prior to and fifteen minutes after the start of school, and for a 45 minute period after school ends)."</p>
Heavy activity, amplified by not covering trucks and watering appropriately have allowed untold amounts of fugitive particles to leave the property. One example of this is when the pavement makings have become so indistinguishable that, after numerous complaints, the company has had to repaint the road.	Condition #7 "The haul road and mine area shall be watered as needed during dry periods to control dust and curtail fugitive particulate matter from leaving the property."

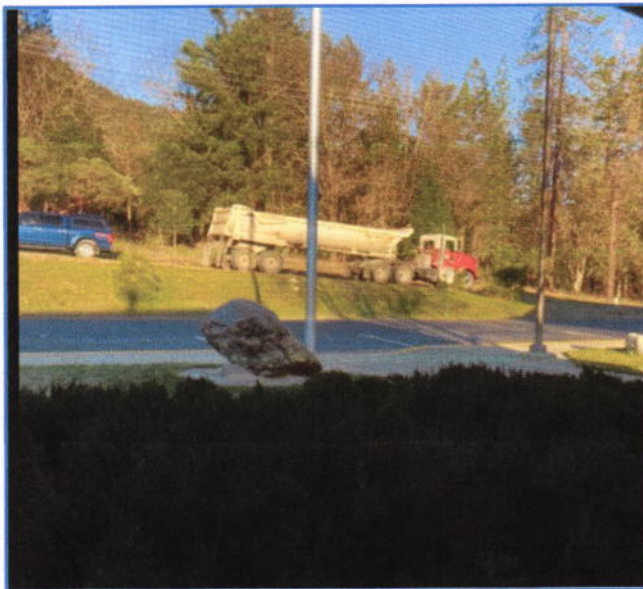
At the end of the day, this is only a partial list of broken promises and violations. There are hundreds of documents on this operation that we have received through public record requests. While we don't have the time go through them all, the evidence is out there for those who want it. I ask that you consider the facts, prioritize the safety and wellbeing of the surrounding community and cast your vote in accordance with our zoning ordinance and general plan by revoking this permit for demonstrated, willful non-compliance.

Thank you,



Liz McIntosh

Screen shots from formal complaints made to the Planning Department for violations of Condition #5



PROJECT NARRATIVE Smith Tailings

** Last known update
to amendment proposal,
dated September 2019*

Project Name: Smith Tailings

Mine Operator: John Judson Buick
Trinity Sand and Gravel, Inc.
P.O. Box 21
Weaverville, CA 96093
(530) 949-8757

**Owner of Property
and Mineral Rights:** SAME

This Use Permit Amendment is to address changes to the existing sand and gravel mine at the Smith Tailings site (CA Mine ID#: 91-53-00-15). The current Use Permit and Reclamation Plan (P-97-32) for the operation were approved by Trinity County on November 13, 1997. Changes at the site from Use Permit P-97-32 include additional processing equipment. This equipment has been onsite for many years. This Use Permit Amendment also addresses revisions to the permitted mining area boundary.

The Smith Tailings site is located northwest of Junction City in Trinity County, California. The permitted mine area includes land on both sides of the Trinity River between Highway 299 and Red Hill Road (County Road #415) in Junction City, California. The general site location is shown on Figure 1. Adjacent properties and their ownership are shown on Figure 3. Mining on the eastern side of the river has been completed and the land reclaimed. Mining activities are currently occurring only on the southwest side of the river in the Phase II area. The mining area is separated from the Trinity River by a riparian buffer and tailing berm.

The mining area consists of dredger tailing originating from gold mining activity occurring in the 1940s. Currently permitted activities at the site consist of gravel extraction, screening, and temporary stockpiling. This Use Permit Amendment includes the addition of processing equipment to site operations. The Use Permit Amendment includes the addition of the rock crusher and gravel washing operations to the site (these activities have occurred for the past 10 to 20 years at the site). In addition, a truck scale was added to the site in 2016. The Site Plan is included as Figure 2A. The location of the equipment is shown on Figure 2B.

Starting in 2017, the operation began receiving material from Caltrans to process onsite in addition to materials extracted on the site. The material includes cleanup material from Caltrans sites of slope failure, cleanup, and other activities. Other activities include all activities associated with slide cleanup along roadways including maintenance, construction, and removal of unstable rock from slopes. This material will no longer be accepted; however, the existing material currently onsite (500,000 cubic yards) will be processed onsite. Caltrans material will be processed in the same manner as the material extracted from the site. Usable aggregate will be processed, and soil and other organic debris will be processed onsite and used for reclamation or exported for recycling. All materials received from Caltrans to date have been usable. The material stockpile is located in the southeast portion of the project site.

In addition, this amendment modifies the Reclamation Plan boundary to encompass the existing operational area of the site. The limits of the mining area included in the 1997 Reclamation Plan were drawn in marker on an aerial photograph and did not include setbacks from any of the property lines. The mining of Phase II of the site began slightly south of mining area drawn on the map. The amended mining area, expanded to include the existing operational area, is shown on Figure 1. The amended boundary adds approximately 6.4 acres to the mining area. Only processing activities will occur in the additional area and no additional ground disturbance will occur in the area outside of the 1997 mining boundary.

Hours of Operation: Hours of operation will be the same as those contained in Use Permit P-97-32. Hours of operation will be 7:00 a.m. to 6:00 p.m., Monday through Friday, with no operations to occur during the weekend (Saturday and Sunday) or on State and/or Federal holidays. Processing equipment operations (including crushing) shall cease by 4:00 p.m. each business day. Activities that will occur between 4:00 p.m. and 6:00 p.m. include final shutdown of all equipment as well as servicing and fueling of plant equipment. In addition, the plant will be dug out and prepped for the following day of work. The majority of aggregate processing (including screening, crushing, and washing) will occur between May and September. Minor activity will take place in fall and winter. After processing, approximately one-third of the material will be shipped offsite for sale, while the remaining will be sold onsite. Most of the material will be delivered to customers in trucks. A small percentage (estimated at 10 percent) of customers will come to the site to pick up materials.

Description of Mining and Processing: Extraction methods at the site will continue as described in the current Use Permit and Reclamation Plan for the site. The mining activity consists of the gradual removal of dredger tailings. The estimated annual production of onsite materials contained in the 1997 Reclamation Plan is 15,000 cubic yards and Phase II mining is estimated to produce 350,000 cubic yards of material. The Use Permit and Reclamation Plan include a maximum depth of mining of 15 feet below grade.

The Current Use Permit allows gravel extraction, screening, and temporary stockpiling. Operations onsite also include rock crushing and gravel washing. The mined aggregate material is processed using a crusher followed by screening and gravel washing. Gravel washing is accomplished by pumping water from an existing pond to the wash plant where it is used to wash aggregate. The water is then discharged into a settling pond. Gravel washing has occurred at the site for at least 7 years. Crushing has been ongoing for the last 20 years at the site. The Caltrans material currently stockpiled onsite will be processed in the same manner as materials extracted from the site until it is gone.

Pursuant to the NCUAQMD permit for the aggregate screening/ wash plant, the applicant can screen/wash a maximum of 50 tons of aggregate per hour or 438,000 tons per year.

Truck Trips: Average traffic generated by the project is estimated to include 24 round trips per day. This includes employee trips and haul truck trips. The majority of trips will be haul truck trips (20), while 4 round trips will be generated by employees.

Blasting: No blasting will occur onsite.

Employees: A maximum of four employees will operate the various types of equipment and machinery on the Smith Tailings site.

Equipment List: Equipment to be used at onsite includes:

- Rock crusher with 100-ton/hour capacity (El Jay model 1145)
- Truck scale
- Screening and wash plant
 - Triple-deck screen
 - Reciprocating plate feeder
 - Feed conveyor (Conveyor A)
 - Cross Conveyor-Inner Conveyor (Conveyor F)
 - Cross Conveyor- Outer Conveyor (Conveyor G)
 - Stacker (Conveyor B)
 - Stacker (Conveyor D)
 - Gold Bowl and Chute
 - Sand Screw
- Excavators (2)
- Front-end loaders (2)
- Dump trucks (3)
- Water truck

Locations of the stationary equipment are shown on the site plan (Figure 2B). A switch gear trailer, scale house, and storage trailer are also onsite as shown on Figure 2B.

Utilities:

Water Services: No Municipal Services Provider; water for dust suppression and gravel washing is pumped from onsite pond.

Sewer Services: No Municipal Services Provider.

Electricity: Trinity Public Utilities District.

Outdoor Lighting: The use of outdoor lighting will be kept to a minimum and will only be used when required for safety. Lighting will generally not be needed during normal operations since activities will occur from 7:00 a.m. to 6:00 p.m. Lighting will not change from lighting used at the site during past operations.

If needed, localized and portable lighting will be used. Lighting will be used in the bottom of the onsite depression when possible instead of at the top of stockpile to screen the lights from neighbors. Lights will consist of vehicle-mounted lights or portable light towers. Vehicle-mounted lights or portable light towers direct light only where it is needed and reduce overall lighting usage. Lighting will be equipped with hoods or louvers and aimed toward the ground to avoid causing glare and sky glow as well as spillover.

Noise and Dust Mitigation Measures: The closest residential land uses are located west and northwest of the project area. Mining will continue to be conducted so that there is a “U-shaped” excavation with the open end oriented to the southeast. Maintaining a tailing berm between the mining equipment and nearest receptions will reduce noise and visual impacts of equipment at the

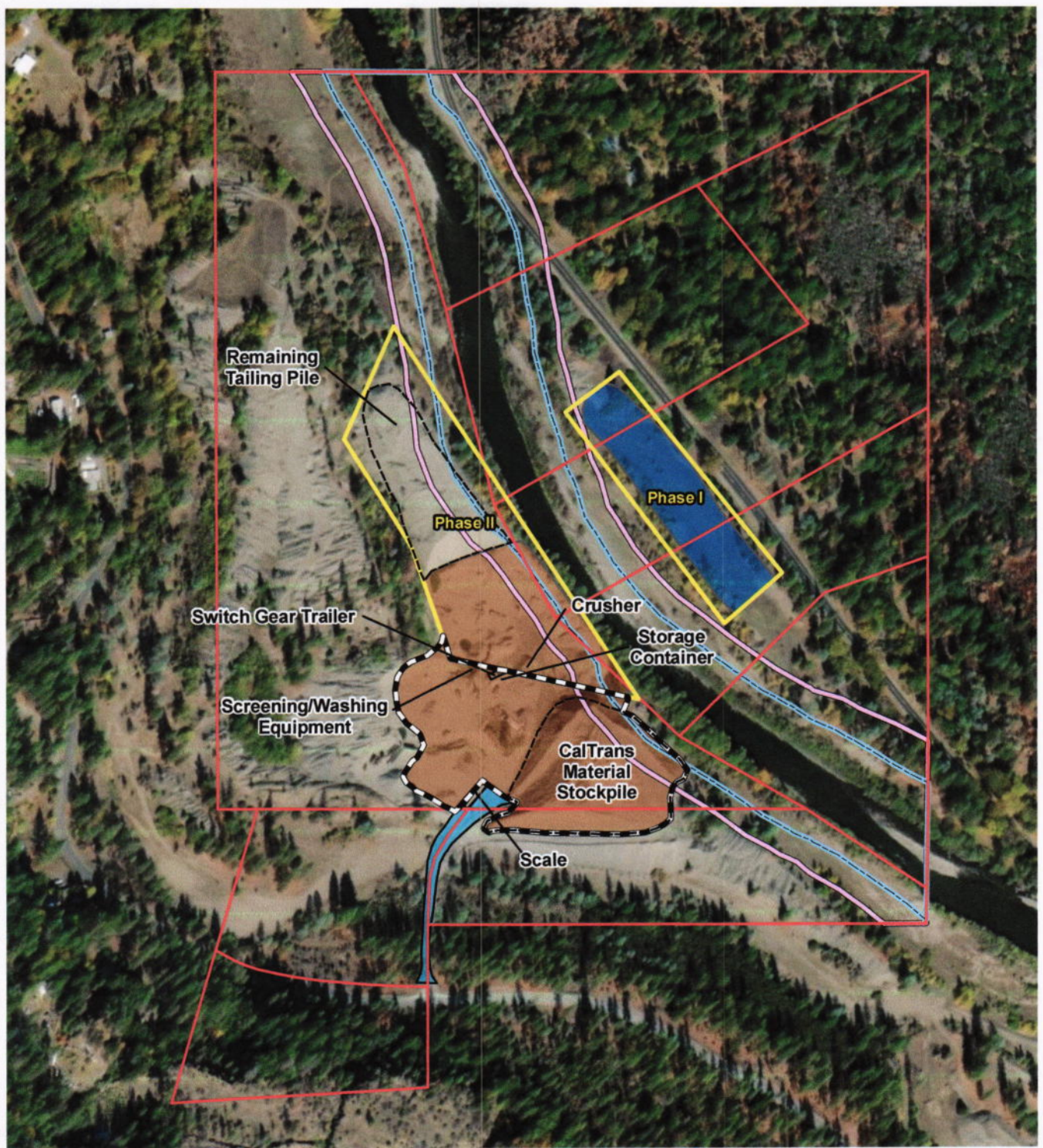
site. The tailing pile is currently tall enough to block the line of sight between processing equipment and nearby residential receptors (greatly reducing noise levels from onsite processing equipment).

Dust control measures required by the NCUAQMD permit for the screening/wash plant include:

- Operation and maintenance of a wet suppression spray nozzle system to control fugitive particulate matter emissions from screens, conveyor transfer points, and conveyor stacker transfers to stockpiles.
- Prior to any loading of materials, the material loaded shall be adequately wetted.
- Exposed areas, inactive stockpiles, or quarried materials that are prone to mechanical or wind disturbance shall be adequately wetted or controlled using 1) dust palliatives or suppressants, 2) paving, 3) wind berms or breaks, or 4) covered with tarps or other material.
- All unpaved areas including access and haul roads, parking lots, and staging areas, or access roads shall be stabilized using one or more of the following measures: 1) dust palliatives or suppressants, 2) paving, 4) wind berms or breaks, or 4) covered with tarps or other material.
- The speed of any vehicles at the plant site and on access and haul roads shall not exceed fifteen (15) miles per hour. This speed shall be posted on all access and haul roads. For the purposes of this permit, "plant site" means the area that includes all emission units and activities which may produce air contaminants, all stockpiles, staging areas, parking lots and all access and haul roads.

A speed limit of 5 mph is posted on the access road to the site. A 4,000-gallon water truck will be onsite at all times during mining and processing operations. The water truck will apply water every 3 to 4 hours or as needed to ensure that no fugitive particulate matter leaves the property. If deemed necessary, sprinklers will be utilized. Water is obtained from the existing gravel wash pond onsite. The same dust mitigations will be applied to the Caltrans slide material stockpile and crusher operations at the site.

NOA Testing: Materials transported to the site have been tested by Caltrans for asbestos .



- | | |
|---|---|
| Approximate Parcel Boundary | Driveway (0.5 acres) |
| 1997 Reclamation Plan Boundary (10.3 acres) | Existing Disturbed Area (9.5 acres) |
| Amended Mining Area (6.4 acres) | Reclaimed Area (2.4 acres) |
| 30-Foot Setback from Riparian Buffer | |
| 100-Foot Setback from Riparian Buffer | |



0 200 400 800 Feet

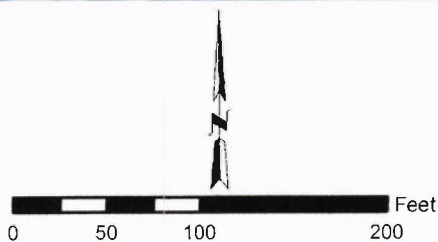
FIGURE 2A
SITE PLAN
SMITH TAILINGS
TRINITY COUNTY, CALIFORNIA

SOURCE: TRINITY COUNTY 2013; USDA 2016 AERIAL PHOTOGRAPH

P:\GIS\71807\Figures\UsePermitAmendment\71807_SitePlan.mxd



● Fire Extinguisher



SOURCE: DIGITALGLOBE 2017 AERIAL PHOTOGRAPH

FIGURE 2B
SITE EQUIPMENT
SMITH TAILINGS
TRINITY COUNTY, CALIFORNIA

RECORDING REQUESTED BY:
Trinity County Title Company

WHEN RECORDED MAIL TO
AND SEND TAX STATEMENTS TO:

John Judson Buick
PO Box 494564
Redding, CA 96049

ORDER NO.
ESCROW NO. 61041
APN: 012-120-82 & 63 & 64

Doc # 201800918
Page 1 of 3
Date: 4/2/2018 02:25P
Filed by: TRINITY CO. TITLE CO.
Filed & Recorded in Official Records
of TRINITY COUNTY, CA
SHANNA S WHITE
COUNTY CLERK-RECORDER
Fee: \$404.00

SPACE ABOVE THIS LINE FOR RECORDERS USE

GRANT DEED

THE UNDERSIGNED GRANTOR(s) DECLARE(s)

DOCUMENTARY TRANSFER TAX is: \$385.00

X computed on full value of property conveyed, or
* computed on full value less value of liens or encumbrances remaining at time of sale.
In the City of Junction City; and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Concrete Aggregate Products, Inc. a California corporation

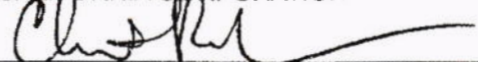
hereby **GRANT(S)** to John Judson Buick, a married man, as his sole and seprate property.

the following described real property in the City of Junction City, County of Trinity, State of California:

LEGAL DESCRIPTION ON EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

Date: March 20, 2018

CONCRETE AGGREGATE PRODUCTS, INC. A
CALIFORNIA CORPORATION

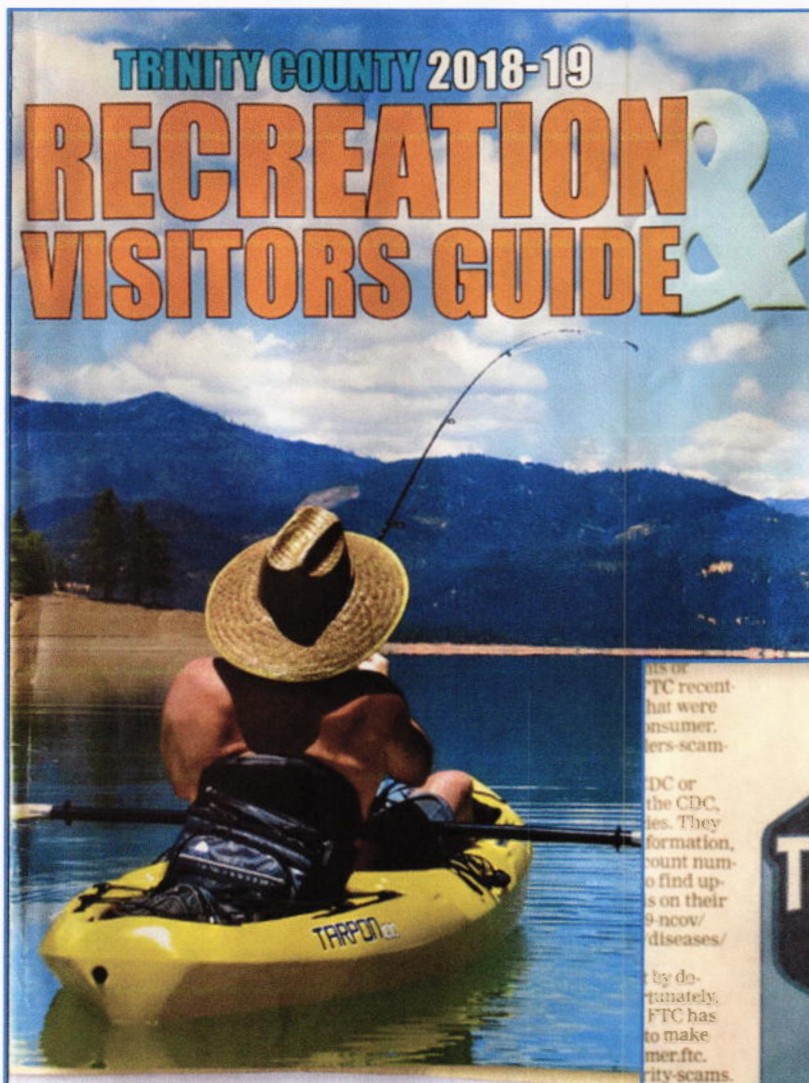


Clint Robison
President

MAIL TAX STATEMENT AS DIRECTED ABOVE

** Business changed hands
and property subdivided with out
updating use permit or financial
assurances*

The community was formally notified of the new business owner's intent to amend the use permit in May of 2018. This ad was placed in Trinity County's Annual Recreation & Visitors Guide published in April of 2018:



its or
TC recent
hat were
consumer.
lers-scams-

DC or
the CDC,
ies. They
formation,
count num-
o find up-
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diseases/

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tunately,
FTC has
to make
mer.ftc.
rity-scams.



Base Rock

Gravel

Riprap

Drain Rock

Redi-Mix Concrete

Call Judd Buick at
(530) 949-8757

P.O. Box 21 • Weaverville, CA 96093

Office: 530 378 9494

Email: trinitysandandgravel.com

Cell: 530 949 5757

AGGREGATE PROCESSING PLANT INSPECTION FORM

Company: <u>Con Agg (Concrete Aggregate Products)</u>		Date: <u>6/14/18</u>
Facility I.D. #: <u>452-53</u>	Permit #: <u>848-2</u>	Contact: <u>Clint Robison</u>
Facility: <u>Smith Pit Facility</u>	Physical Address: <u>APN: 012-120-32 Red Hill Rd, J.C.</u>	
Facility Manager: <u>Sonny</u>	Facility Phone: <u>(530)623-2981</u>	Time In: <u>1303</u> Out: <u>1506</u>

EQUIPMENT DESCRIPTION:

1. Is equipment same as described on Permit to Operate?

YES

NO

If "NO", describe changes:

2. Is the current Permit to Operate posted on-site & in a conspicuous location?

YES

NO

EQUIPMENT INSPECTION:

3. Equipment observed in operation?

YES

NO

4. Records kept?

YES

NO

5. Process Rate: 50T/hr.

Annual Production: Unknown

6. Type of Control Equipment: Spray Bars

7. Control Equipment Parameters: always Required ✓ Actual

8. Opacity Violations?

YES

NO

If "YES", describe violation:

9. Fugitive Dust Violations? Roadways watered → observed. YES

NO

If "YES", where: Access Roads Work Area Yard Area Other: _____

AGGREGATE PROCESSING PLANT INSPECTION FORM

Page 2

10. Equipment:

Crusher(s):

	#1		#2
Visible Emissions?	YES	NO	YES
Water added?	YES	NO	YES
Nozzles clear?	YES	NO	YES

N/A

Conveyors(s):

Visible emissions?	YES	NO
Water added?	YES	NO
Nozzles clear?	YES	NO

If yes, where? _____

If no, where are nozzles clogged? _____

Screen(s):

Visible emissions?	YES	NO
Water added?	YES	NO
Nozzles clear?	YES	NO

If yes, where? _____

If no, where are nozzles clogged? _____

Hopper:

Visible emissions?	YES	NO
Water added?	YES	NO
Nozzles clear?	YES	NO

COMPLIANCE ACTIONS:

10. Notice of Violation Issued?

YES ☐ NO ☒

If "YES", list NOV items below:

NOV #: _____

None

Additional Comments:

One Cross conveyor was taken off the Agg-line.
Water sprays operational. Equip in good working order.
Robison has mobilized (2) PERP Portable crushing
units in process of set-up. Units will come online
Monday 6/18/2018. Separate reports filed for PERP Insp.

Inspector: E. Brudner

Badge #: 106

Date of Inspection: 6/14/2018

SURFACE MINING INSPECTION REPORT

IX. List comments/description/sketches to support observations of mine site conditions, including violations. Where any violations are noted, list in numerical order, along with suggested corresponding corrective actions. Also describe preventative measures recommended by the inspector to avoid or remedy potential violations. Indicate if you have attached photos, sketches, and/or notice(s) of violation(s) or other documents to this form.

(Add additional sheets as necessary)

Annual Report for 2012 will be submitted to OMR by December 31, 2013.

* 2014 Inspection
Report conducted
by Janice Smith
of DOT. 4 pages, including
this page.

CA MINE ID #

91- 53-0015

Inspection Date:

10/30/2014

Weather Code(s):

CR

Duration of Inspection: 0.5 hour

Start Time: 10:30 am

End Time: 11:00 am

Status of Mine Code(s):

OP

Status of Reclamation Code(s):

RN

Approximate Acreage Under Reclamation:

0

Approximate Acreage the lead agency has determined reclaimed in accordance with the approved reclamation plan:

Approximate Total Disturbed Acreage:

1.5 acres

Approximate Pre-SMARA Disturbed Acreage:

6 acres dredge tailings.

Disturbed Acreage identified in Most Recent Financial Assurance Cost Estimate:

1.5 acres

Previous Inspection Date (and Number of Violations then Noted):

10/24/2013 no violations

Violations Corrected? (explain in block to left)

Inspection Attendees and Affiliations:

Janice Smith Trinity County
Aaron Robison Concrete
Aggregate Products

Additional sheets/documents attached: ☐ Yes ☒ No

X. Number of Current Violations:

0

Inspector's Signature:

Janice C Smith
Date Signed: 11/3/14

If inspector is a contractor for the lead agency give license type and number:

352.3 1/2 tank
 2142

SURFACE MINING INSPECTION REPORT

Instructions for completing this form are on the reverse side. Attach notice(s) of violation(s) and order(s) to comply for all observed non-compliance.

I. Mine Name as reported by Operator on Mining Operation Annual Report Smith - Aaron	Inspection Date: 10:30 10/30-11	CA MINE ID#: 91-
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II. SMARA Lead Agency Name (City or County only) New Scale house		
Inspector Screen, no crush, wash	Telephone ()	
Title new portable screen	Organization	
Mailing Address Screening base road		
City using waste rx over size to bring up grade	State	ZIP Code
E-mail Address (Optional) still mining off same pit		

III. Mine Operator Silt pond is full * "Corrective Measure" *		
Contact Person have to clean it out - stockpile	Telephone ()	
Mailing Address use for mix w/ sand for topsoil		
City clint back 2 weeks then tx - 1 month	State	ZIP Code
E-mail Address (Optional) water supply pond well vegetated		

IV. Does the operation have:	P	NR	No	Yes
A permit to mine?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Permit #
An approved Reclamation Plan?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	RP #
Has the operator filed a Mining Operation Annual Report (form MRRC-2)? Check one: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown				
Is this operation on Federal Land? Check one: <input type="checkbox"/> Yes <input type="checkbox"/> No				
If "Yes", provide one or both of the Federal Mine Land Identification Numbers below:				
California Mining Claim Number (CAMC#):				
U.S. Forest Service Identification Number (USFS ID#):				

DISTRIBUTION: Original to Operator. Copies to: State (by Lead Agency), Lead Agency, State (by Operator), and BLM or USFS (if required).

SURFACE MINING INSPECTION REPORT

VII. Is the operation in compliance with provisions of the approved Reclamation Plan with respect to:	OK	VN	N	NA	CA MINE ID # 91 -
Wildlife Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Inspection Date:
Revegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Agricultural Land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Weather Code(s):
Stream Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Duration of Inspection:
Tailings and Mine Waste Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Closure of Surface Openings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Approximate Disturbed Acreage:
Building, Structure, and Equipment Removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Topsoil Salvage, Maintenance, and Redistribution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Status of Operation Code(s):
Backfilling, Regrading, Slope Stability, and Recontouring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Drainage, Diversion Structures, Waterways, and Erosion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Status of Reclamation Code(s):
Other (list or explain below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VIII. Comments/Description of Violation(s) and Corrective Measure(s) Required (NOTE: please indicate if you have attached notice(s) of violation(s) and correction order(s), in lieu of description on this form):

corrective measure
clean out silt pond

IX. Number of Violations:	Inspector's Signature:	Date Signed:

The mined area is an old tailings pile separated from the river by a 20' high berm.



Equipment was operating during inspection.



Material is mined from an old gold mining dredger tailings pile.



Material is sorted on-site.



Silt pond that collects process water from wash plant is full. There will be no more washing this year. Operator will clean out silt pond before next year's operation.



Process water is drafted from on-site pond. Vegetation is maintained around pond and water is clean.



plete waste water facilities and water Reuse System for the Community of Hayfork" and the numbers don't add up. Even Mr. Hair says that they are not right. What I would like to do in the next

truth is. So, Mr. Hair, would you please print in next week's Trinity Journal the true numbers?

These are the numbers I got out of

4. The schools had 185 votes. If these numbers are wrong, then what are the right numbers? We can't afford to make a mistake on this.

10-1-97

Junction City petitioners disputed

FROM TANYA MORTIMEYER
JUNCTION CITY

I, Tanya Mortimeyer, a 30-year resident of Junction City and the business manager of the Junction City School for 10 years, felt the urgent need to respond to your article related to the rock quarry project in Junction City.

I was amazed that the battle over the proposed dredger pile reclamation plan has taken such a dramatic turn since our school board meeting in July. Considering this article reported on a petition initiated by a few Junction City community members, not the Junction City School, it is reasonable for myself and other staff members to be disconcerted when the article states this petition cites the school as the reason "this is a bigger battle."

Your article states that "Cited in the petition are concerns for the safety of children with trucks making runs up and down Red Hill Road, which leads to the school." This was also a concern of the school board and was addressed at the board meeting.

Mr. Smith (the owner of the dredger piles) and Mr. Robison (Weaver City Construction) estimated the number of times the trucks would pass the school was eight times (four times each direction).

After a lengthy discussion between the board and Mr. Robison, it was obvi-

ous that Mr. Robison was more than willing to take every precaution while driving past the school, including not using the Jake brakes so as not to create additional noise. The board also took into consideration the unfairness of prohibiting the two Weaver City Construction trucks from using the public road in front of the school when numerous large trucks, including Amerigas, ProFlame, Sysco, County Road Department, and other construction companies, have use of this same road daily.

A contract between Junction City School and Weaver City Construction was approved unanimously and signed by both parties. The agreement restricts large truck traffic to a minimum during peak pickup and drop-off times because it was felt that this would be the only time students would be near enough to Red Hill Road to pose any danger to them.

Regarding the article's reference to "the costly computer equipment at the school that will be damaged by dust clouds from the quarry operation," the concerned community members present at the school board meeting mentioned that since the reclamation project on the Highway 299 side had begun, huge dust clouds hang over the school every morning. The staff, who are present every day during the school year, have not noticed any dust clouds.

As for the computers, dust is a daily part of everyone's life when living in the country. The school has not experienced any technology failures because of it since the computers are housed inside the school.

The most disturbing part of this article was the statement that the "petition suggests that two members of the school board who work in construction had a conflict of interest in the vote, and that the supervisors were unduly influenced by the construction workers present at that meeting."

For the people behind this petition to even suggest that two members of the school board had a conflict of interest when voting is not only ludicrous, but also slanderous. First, who were the construction workers who were unduly influencing the board? Why didn't I see them? The only people present were Mr. Robison (Weaver City Construction), the school board, the community members that are behind the petition, Kathleen Graham (administrator), Susie Sheppard (teacher), and myself (business manager).

The Junction City School Board consists of a special education teacher's aide, a retired PG&E lineman, a realtor, a building contractor, and an Avon representative. No board members are related to Jim Smith or Weaver City Construction, nor do they stand to gain financially by the reclamation project. If the petitioners feel that anyone who would possibly use rock products (i.e., gravel, cement, etc.) produced by Weaver City Construction should not have been able to vote on the reclamation project use permit, then it would be presumed that no one in Trinity County who plans any construction, landscaping or home improvement project on their property should be allowed to have any say for fear of being in conflict.

In closing, I would like to address the one comment in the article that pretty much sums up the real reason behind the petition. Marie Deal is quoted as saying, "I don't want the thing there, period" and "I don't think we need three quarries here in Junction City." Well, Mrs. Deal, I am sure there are lots of things Clint Robison and Jim Smith don't want. Topping the list would no doubt be having their private property rights and their right to work to support their families denied by people who feel the need to shut the door behind them.

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Letter to the Editor 10-1-1997