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MRP

MINING RECLAMATION PLAN

Bond Reduction Change

June 1995

Permit No. ACT/007/001

DOGM Approval #95A

White Oak Mining and Construction Co., Inc.
Scofield Route
Helper, Utah 84526

(801) 448-9413

INCORPORATED
EFFECTIVE:
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UTAH DIVISION OIL, GAS AND MINING

- Prior to final reclamation, the Operator, land owner and other appropriate regulatory agencies will have reviewed the disturbed areas and agreed upon a mutually acceptable Reclamation Plan. This will allow land owner(s) and appropriate agencies the opportunity to review the Reclamation Plan. At some point in time, should the land owner(s) desire to change the postmining land use to be other than full reclamation, the alternate postmining land use, landowners written request, and their letter of understanding will be submitted for approval. Once that alternate postmining land use is approved, revised drawings and cross sections will be submitted for approval. Information related to current lease agreements obtained from land owners or surface managers is available at the offices of White Oak Mining & Construction Co., Inc.

In general, reclamation of the White Oak mining operation includes:

White Oak Loadout Facility

The removal of all surface facilities, concrete demolition to 18" below final grade, the restoration of the culverted stream emanating from the hills to the east of the facility, the regrading and shaping of the Loadout Facility, and the grading and recontouring of sedimentation ponds. Sediment Pond backfill material will consist of clean fill material which will be tested to ensure that only non acid-toxic materials are used.

White Oak Haul Road

Reclamation of the White Oak Haul Road includes the removal of the ashpalted roadway, culverts and concrete channel linings and the restoration (including reshaping and grading) of hillslopes between Eccles Canyon and the White Oak Complex. Reclamation will also include the removal of existing culverts and the restoration of natural drainage channels at 1) the bottom of the haul road at the junction with Eccles canyon and 2) at the "Big Fill".

White Oak Complex

The removal of all surface facilities, concrete demolition to 18" below final grade, the restoration of 1) the main channel (culverted) stream entering the fill area west of the facility near the power station and 2) the side channel entering the fill area from the north near the offices and shop facilities. In addition, reclamation will include the removal of the fill pad, regrading and shaping of all disturbed areas, and the grading and recontouring of Sedimentation Pond No. 004A. Sediment pond backfill material will consist of clean fill material which will be tested to ensure that only non acid-toxic materials are used.

Reclamation design details provided as part of this submittal indicate mine disturbance boundaries which will be honored during the reclamation phase of the mining operation.

HISTORICAL OVERVIEW

Surface facilities located within the Permit Area are generally divided into one of three time periods, those facilities constructed pre-law, those constructed post law but prior to topsoil requirements and those constructed post-law with topsoil requirements. The General Office Area, Utah No. 2 mine site and VALCAM Loadout Facility (now referred to as the Loadout Facility), the White Oak No. 1 and No. 2 mine sites (White Oak Complex) and the White Oak Haul Road were pioneered pre-law. Additional improvements at both Loadout Facility and the White Oak Complex were constructed postlaw but prior to

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facilities with the exception of non-White Oak railroad lines and concrete foundations buried 18" below final grade, 2) the restoration of the land surface to a configuration which conforms as much as practical and/or possible to the undisturbed natural topography, 3) the installation of runoff control channels and/or erosion protection devices, and 4) the restoration and/or augmentation of vegetation. The following discussion identifies planned reclamation activities and concerns including demolition and cleanup, reclamation contouring, runoff conveyance control, and vegetation.

Demolition and Cleanup

All mining related structures located within disturbed areas will be demolished, salvaged or otherwise removed with the exception of concrete foundations buried 18" below final grade, all mine portals will be properly sealed, and the area cleaned up, regraded and restored to meet reclamation requirements as identified herein. All asphalt will either be hauled to a State approved disposal facility or reprocessed and donated to UDOT for use as a resource for State highways. Reclamation costs have been calculated based upon the assumption that all asphalt will be hauled to an appropriate disposal facility. The concrete will be scarified and crushed with heavy equipment and utilized to backfill the portals, used as aggregate for lean concrete to backfill the portals or placed as fill against the toe of the backslope in the first lift placed during reclamation. Specifics related to planned demolition and cleanup activities for each major category are hereafter described.

Disposal Facilities

Should a disposal facility be required during reclamation to aid in the demolition and cleanup phase, it will be designed using current prudent engineering practices and will meet the regulations set forth by the Division. The actual location for this type of facility (should it be needed) will be determined during reclamation so as to insure that the most advantageous location can be utilized. Location will take into account AOC concerns, stability of existing foundations and or abutments, weak zones and groundwater effects upon the facility. Such a facility will be approved by the Division prior the implementation.

Mine Openings

All mine openings will be sealed with block stoppings, and backfilled with either lean concrete or competent material, at a depth of not less than 25 feet inby (inside) the portal mouth, or original faceup or in the case of the White Oak No. 2 Manway, sufficient stable cover and outby (outside) from the stopping will be back filled to the surface. All portals at the Loadout Facility have caved tight near the 25 foot area, were considered dangerous, and were barricaded (backfilled) as per MSHA instruction. In addition to current backfilling, each opening will be recontoured at the time of reclamation to the approximate original contour as shown on the reclamation design drawings.

Roads

Any road not to be retained for postmining land use or is no longer needed for mining and reclamation operations will be immediately closed to public travel, whereafter all culverts will be removed and disturbed surfaces recontoured and revegetated as per this Reclamation Plan.

White Oak Loadout Facility. The existing paved road at the Loadout Facility connecting the highway with the railroad tracks by the coal stockout tube will be stripped of its oil surface and disposed of

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4. All aspects of reclamation will be monitored according to the schedule previously discussed.
5. Road must remain during first year of reclamation to facilitate the removal of all surface facility and or the delivery of equipment and supplies required for reclamation.
6. Recontouring efforts will begin at the lower end of the White Oak Haul Road and proceed upgradient to allow for the importation of rock and fill material from the excavation of the White Oak Complex.
7. The construction of runoff control channels will proceed as reclamation of the road progresses upgradient.
8. Because of limited access once reclamation has been completed, the White Oak Haul Road will be revegetated in segments. Revegetation will follow localized resurfacing efforts.
9. Scalped or scraped White Oak Complex materials may require stockpiling for later use. Storage location options include the upper and/or lower pad areas. The potential VSM harvested during construction of the Whisky Creek Channel will be placed upon adjacent newly configured slopes or along the Haul Road.
10. Final regrading, recontouring and revegetation of access roadways may be delayed upon the completion of all other reclamation activities in order to provide continued access to the property should maintenance be required prior to bond release.

White Oak Loadout Facility

Surface reclamation of the Loadout Facility all occur with relative ease due to the general nature of the facility and property access. Reclamation activities will begin with the removal and salvage of all surface facility located on the site with the exception of two railroad lines not associated with the Loadout Facility, an access roadway to the railroad and concrete foundations buried 18" below final grade. During year 1 it is planned that all surface facility will be removed with the exception of those facility discussed. Sediment Ponds 001A, 002A and 003A will be removed during the final phases of recontouring whereafter alternative sediment control measures will be implemented according to best technology currently available at the time of reclamation. The sediment ponds will be removed as part of the recontouring effort since 1) the ponds are too high to receive reclaimed area surface runoff water, 2) natural runoff characteristics (including premining railroad culvert locations) will not allow for concentration of flows to existing sediment pond locations, and 3) if left, a significant area would require redisturbance upon final pond reclamation thereby destroying several years of vegetative growth.

As indicated as a footnote to Table R-3 there is a possibility that the Loadout Facility will be required as a holding or storage area for reclamation materials including such items as machinery or channel riprap. If requested by the reclamation contractor, restoration of the surface of the Loadout Facility area will be postponed until it is no longer needed. Surface drainage facility capable of diverting runoff waters away from disturbed areas as well as those required to capture and treat disturbed area waters will be maintained throughout this period. Recontouring of the Loadout Facility will be begin as soon as it is no longer needed for reclamation activities or storage.

General Office Area

No reclamation is planned for the General Office Area consistent with its planned post mining land use.

White Oak Haul Road

Reclamation of the White Oak Haul Road will begin during year 2. The road will remain open during year 1 to allow the removal of surface facility associated with the White Oak Complex. At the beginning of year 2 or 3, the culvert in Eccles Canyon will be removed thereby requiring future access to the White Oak Complex area via Boardinghouse Canyon. Reclamation of the road must begin at the bottom and work to the top because fill materials being used will be generated from fill currently at the mine site.

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Timing and sequence of reclamation operations will be coincident with those occurring at the White Oak Complex as shown in Table R-3.

White Oak Complex

Surface reclamation of the White Oak Complex will begin in year 1 with the removal and salvage of all surface facility located on the site with the exception of concrete foundations buried 18" below final grade and the possible exception of the well located near the bottom of Sediment Pond 004A and associated power supply lines. The Reclamation Plan included herein will potentially use the well to supply water for an irrigation system to be installed along the White Oak Haul Road to aid in the re-establishment of vegetation. Water which could be used for revegetation purposes could include the well, water directly from Whisky Creek, or water found within Sediment Pond 004A (as long as the pond remains and as long as water quality is acceptable for irrigation purposes). Sediment Pond 004A will likely be removed during the initial phases of reclamation since it is located upon fill material to be used along the haul road as well as the White Oak Complex. Because the sediment pond must be removed in order to reclaim the mine site, a variance from Section 763.100 must be granted. Upon removal, the sedimentation pond site will be regraded and revegetated in accordance to this plan.

Reclamation to begin in year 2 will consist of the initial phases of fill removal and the construction of runoff control channels. It may be possible that excavation could proceed on both ends of the Whisky Creek reclamation channel simultaneously thereby expediting channel construction. At any rate, it is anticipated that existing culvert C-40-42 will remain in place until completion of all reclamation channel work whereafter the culvert will be removed and the area recontoured and revegetated. Because of limited construction seasons and the fact that removal of fill an proceed only as fast as fill can be utilized on the White Oak Haul Road, it is anticipated that channel construction and recontouring may require an approximate two to three year time period as shown in Table R-3.

At this point in time it is projected that backfilling efforts will initially be concentrated within the south western portions of the disturbed mine area including the topsoil stockpile, electrical power substation, and the upper mine portal pad areas (as well as along the White Oak Haul Road). As removal of the coal loadout pad proceeds, backfilling and regrading of the upper pad in the area of the mine shop and southeast storage yard will be completed if the areas are not needed for the storage of channel riprap or other reclamation materials. When recontoured, these areas will be revegetated and protected against erosion through the use of alternative erosion control devices in a timely manner subsequent to final grading. It is planned that all existing undisturbed area bypass ditches will remain in place as throughout the reclamation construction period. These ditches will help reduce the amount of surface runoff water which will traverse the area thereby reducing the potential for damage to newly reclaimed hillsides.

Regrading and recontouring of remaining access roads will be completed at the termination of reclamation and subsequent to a determination that revegetation and erosion control activities have been successful. The delay in reclamation of access roadways is necessary to prevent additional disturbance should additional work be required at the mine site prior to bond release.

RECLAMATION COSTS

Reclamation cost estimates have been developed for major tasks including the removal of buildings, the removal of facility, earthwork, and revegetation. A summary breakdown of estimated costs developed

ALLEY CAMP OF UTAH RECLAMATION COSTS
GJP 03-Aug-93

1.00	**Buildings**		$718,700
2.00	Facilities		$1,012,480
3.00	Earthwork		$1,132,636
4.00	Revegetation		$1,392,094
TOTAL RECLAMATION COSTS			$4,255,910
Maintenance & Monitoring costs			$425,591
Contingency & Engineering costs			$425,591
Mobilization & demobilization			$106,398
		TOTAL	$5,213,490
Conversion to 1995 dollars			$5,346,746
rounded to nearest 1000			$5,347,000

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VALLEY CAMP OF UTAH RECLAMATION COSTS
P 03-Aug-93

1.00 Demolition and Disposal of Buildings

No.	BLDG description	Total w/out salvage (demo + disposal)
VALCAM LOADOUT		
S-1	Wellhouse	$877
S-1A	Shed	$1,558
S-1B	Shed	$1,229
S-2	Shop	$24,478
S-3	Substation	$2,417
S-4	Bathhouse	$14,349
S-5	Shop	$40,226
S-6	Shed	$4,526
S-7	Shed	$3,337
S-8	Tank	$1,309
S-9	Scale House	$2,049
S-9	Scale	$9,874
S-10	Truck Dump	$10,910
S-11	Conveyor	$26,007
S-12	Transfer	$2,448
S-13	Firehouse	$976
S-14	Conveyor	$14,309
S-15	Crusher	$51,208
S-16	Conveyor	$18,052
S-17	Stacker	$3,943
S-17	Stacker Tube	$5,846
S-18	Reclaim Tunnel	$29,280
S-19	Conveyor	$19,993
S-20	Substation	$6,144
S-21	Loadout	$18,532
S-21	Loadout	$3,326
S-21	Loadout	$4,743
	SUBTOTAL VALCAM	$321,947
BELINA MINE SITE		
S-24	Shed	$3,789
S-25	Treatment Plant	$17,903
S-26	Wellhouse	$1,207
S-27	Bathhouse	$137,870
S-28	Shop	$16,072
S-29	Garage	$4,964
S-30	Pumphouse	$4,539
S-31	Washbay	$6,087
S-32	Truck Bin	$5,921
S-32	Conveyor	$6,939
S-33	Loadout	$5,543
S-34	Substation	$1,922
S-35	Conveyor	$56,543
S-36	Stacker	$6,271
S-37	Reclaim Tunnel	$40,194
S-38	HAC	$9,465
S-39	Conveyor	$5,339
S-40	Transfer	$13,251
S-41	Belina 1 Fan	$15,212
S-42	Belina 2 Fan	$12,030
S-43	Filter Pond	$6,552
S-43	Filter Pond	$13,259
S-44	Substation	$5,880
	SUBTOTAL BELINA	$396,753
TOTAL BLDG DEMOLITION & DISPOSAL		$718,700

VALLEY CAMP OF UTAH RECLAMATION COSTS
GJP 03-Aug-93

2.00	**Demolition and Disposal of Facilities (excluding BLDGS)**	
2.01	Portals	$246,494
2.02	Railroad	$103,398
2.03	Underground Tanks	$7,875
2.04	Power Distribution	$12,018
2.05	Belina Haul Road gutter	$28,466
2.06	Guard Rail	$60,929
2.07	Asphalt Pavement	$553,301
Total Facilities (excluding BLDGS)		$1,012,480

3.00	**EARTHWORK**	
3.01	BELINA EXCAVATION & GRADING	$352,002
3.02	Vegetation Supporting Material (VSM)	$20,662
3.03	Regrade ditch UDD-4 & UDD-5	$593
3.04	Belina Haul Road Rock Lifts	$97,990
3.05	Belina Haul Road Earthwork	$387,002
3.06	Valcam Earthwork	$73,917
3.07	Water Truck & Foreman	$200,470
Total Earthwork		$1,132,636

4.00	**REVEGEATION (INCLUDING RIPRAP)**	
4.01	Belina Complex Riprap	$401,542
4.02	VALCAM RIPRAP CHANNEL	$112,930
4.03	STRAW BALE BARRIER - VALCAM SITE	$27,272
4.04	STRAW BALE BARRIER - BELINA SITE	$31,336
4.05	Riparian Vegetation	$43,343
4.06	Valcam revegetation	$134,644
4.07	Belina Complex Revegetation	$369,706
4.08	Belina Haul Road Revegetation	$271,321
Total Revegetaion		$1,392,094

Building Demolition & Disposal

Valley Camp of Utah Reclamation Costs

		STRUCTURES														
		Plan Area				Foundation		$4.50	Concrete	Unit Cost:	$0.28	Steel/W	Unit Cost:	$0.19	Structure
Structure	No.	Length	Width	Diameter	Area	Perimeter	14.82	Cost	Height	Volume	Cost	Height	Volume	Cost	Cost
Valcam Loadout															
Wellhouse	S-1	8	8		64	32	$474.24	$288.00		0	$0.00	8	512	$97	$960
Shed	S-1A	25	10		250	70	$1,037.40	$1,125.00		0	$0.00	8	2000	$380	$1,505
Shed	S-1B	10	10		100	40	$592.80	$450.00		0	$0.00	8	800	$152	$1,195
Shop	S-2	60	50		3000	220	$3,260.40	$13,500.00		0	$0.00	13	39000	$7,410	$24,170
Substation	S-3	28	10		280	76	$1,126.32	$1,260.00		0	$0.00		0	$0	$2,386
Bathhouse	S-4	55	30		1650	170	$2,519.40	$7,425.00		0	$0.00	13	21450	$4,076	$14,020
Shop	S-5	100	40		4000	280	$4,149.60	$18,000.00		0	$0.00	23	92000	$17,480	$39,630
Shed	S-6	30	15		450	90	$1,333.80	$2,025.00		0	$0.00	13	5850	$1,112	$4,470
Shed	S-7	20	18		360	76	$1,126.32	$1,620.00		0	$0.00	8	2880	$547	$3,294
Tank	S-8			10	79	31	$465.56	$353.43		0	$0.00	18	1413.717	$269	$1,086
Scale House	S-9	16	12		192	56	$829.92	$864.00		0	$0.00	8	1536	$292	$1,986
Scale	S-9	100	12		1200	224	$3,319.68	$5,400.00		0	$0.00		0	$0	$8,720
Truck Dump	S-10	45	18		810	126	$1,867.32	$3,645.00		0	$0.00	22	17820	$3,386	$8,898
Conveyor	S-11	400	6		2400	812	$12,033.84	$10,800.00		0	$0.00	4	9600	$1,824	$24,658
Transfer	S-12	20	10		200	60	$889.20	$900.00		0	$0.00	14	2800	$532	$2,321
Firehouse	S-13	10	8		80	36	$533.52	$360.00		0	$0.00	5	400	$76	$970
Conveyor	S-14	160	10		1600	340	$5,038.80	$7,200.00		0	$0.00	4	6400	$1,216	$13,455
Crusher	S-15	55	30		1650	170	$2,519.40	$7,425.00		0	$0.00	110	181500	$34,485	$44,429
Conveyor	S-16	230	8		1840	476	$7,054.32	$8,280.00		0	$0.00	4	7360	$1,398	$16,733
Stacker	S-17	20	20		400	80	$1,185.60	$1,800.00		0	$0.00	8	3200	$608	$3,594
Stacker Tube	S-17			15	177	47	$696.38	$795.22	66	11663.16	$3,265.69		0	$0	$4,759
Reclaim Tunnel	S-18	200	10		2000	420	$6,224.40	$9,000.00	8	16000	$4,480.00		0	$0	$19,704
Conveyor	S-19	220	10		2200	460	$6,817.20	$9,900.00		0	$0.00	4	8800	$1,672	$18,389
Substation	S-20	38	18		684	112	$1,659.84	$3,078.00		0	$0.00		0	$0	$4,738
Loadout	S-21	35	25		875	120	$1,778.40	$3,937.50		0	$0.00	60	52500	$9,975	$15,691
Loadout	S-21	25	10		250	70	$1,037.40	$1,125.00		0	$0.00	24.5	6125	$1,164	$3,326
Loadout	S-21	24	22		528	92	$1,363.44	$2,376.00		0	$0.00	10	5280	$1,003	$4,743
General Office															
Office	S-22	Not Reclaimed													
Firehouse	S-23	Not Reclaimed													
Belina Mine Site															
Shed	S-24	20	20		400	80	$1,185.60	$1,800.00		0	$0.00	10	4000	$760	$3,746
Treatment Plant	S-25	50	30		1500	160	$2,371.20	$6,750.00	18	27000	$7,560.00		0	$0	$16,681
Wellhouse	S-26	10	10		100	40	$592.80	$450.00		0	$0.00	8	800	$152	$1,195
Bathhouse	S-27	165	80		13200	490	$7,261.80	$59,400.00	18	237600	$66,528.00		0	$0	$133,190
Shop	S-28	40	40		1600	160	$2,371.20	$7,200.00		0	$0.00	20	32000	$6,080	$15,651
Garage	S-29	24	20		480	88	$1,304.16	$2,160.00		0	$0.00	15	7200	$1,368	$4,832
Pumphouse	S-30	20	20		400	80	$1,185.60	$1,800.00	10	4000	$1,120.00		0	$0	$4,106
Washbay	S-31	30	20		600	100	$1,482.00	$2,700.00		0	$0.00	15	9000	$1,710	$5,892
Truck Bin	S-32	18	18		324	72	$1,067.04	$1,458.00		0	$0.00	40	12960	$2,462	$4,967
Conveyor	S-32	95	7		665	204	$3,023.28	$2,992.50		0	$0.00	4	2660	$505	$6,521
Loadout	S-33	24	20		480	88	$1,304.16	$2,160.00		0	$0.00	20	9600	$1,824	$5,288
Substation	S-34	16	14		224	60	$889.20	$1,008.00		0	$0.00		0	$0	$1,897
Conveyor	S-35	500	14		7000	1028	$15,234.96	$31,500.00		0	$0.00	4	28000	$5,320	$52,055
Stacker	S-36			15	177	47	$696.38	$795.22		0	$0.00	80	14137.17	$2,686	$4,180
Reclaim Tunnel	S-37	280	18		5040	596	$8,832.72	$22,680.00		0	$0.00	8	40320	$7,661	$39,174
HAC	S-38	100	7		700	214	$3,171.48	$3,150.00		0	$0.00	4	2800	$532	$6,853
Conveyor	S-39	70	7		490	154	$2,282.28	$2,205.00		0	$0.00	4	1960	$372	$4,860
Transfer	S-40	25	25		625	100	$1,482.00	$2,812.50		0	$0.00	20	12500	$2,375	$6,670
Belina 1 Fan	S-41	65	25		1625	180	$2,667.60	$7,312.50	10	16250	$4,550.00		0	$0	$14,530
Belina 2 Fan	S-42	50	25		1250	150	$2,223.00	$5,625.00	10	12500	$3,500.00		0	$0	$11,348
Filter Pond	S-43	45	15		675	120	$1,778.40	$3,037.50		0	$0.00		0	$0	$4,816
Filter Pond	S-43	98	22		2156	240	$3,556.80	$9,702.00		0	$0.00		0	$0	$13,259
Substation	S-44	55	15		825	140	$2,074.80	$3,712.50		0	$0.00		0	$0	$5,787
					67854	9377.6637								Total	$657,247

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Valley Camp of Utah Reclamation Costs
BUILDING MATERIALS DISPOSAL

STRUCTURES								
		Steel				Concrete		
Structure	No.	Tons	Haulage	Dump	Cost	C.Y.	Cost	Total Cost
Valcam Loadout								
Wellhouse	S-1	0.2	$3.60	$6.60	$10.20	1	$7	$18
Shed	S-1A	0.5	$9.00	$16.50	$25.50	5	$28	$53
Shed	S-1B	0.3	$5.40	$9.90	$15.30	3	$19	$34
Shop	S-2	3	$54.00	$99.00	$153.00	25	$155	$308
Substation	S-3		$0.00	$0.00	$0.00	5	$31	$31
Bathhouse	S-4	5	$90.00	$165.00	$255.00	12	$74	$329
Shop	S-5	10	$180.00	$330.00	$510.00	14	$87	$597
Shed	S-6		$0.00	$0.00	$0.00	9	$56	$56
Shed	S-7		$0.00	$0.00	$0.00	7	$43	$43
Tank	S-8	3	$54.00	$99.00	$153.00	11	$68	$221
Scale House	S-9	1	$18.00	$33.00	$51.00	2	$12	$63
Scale	S-9	5	$90.00	$165.00	$255.00	145	$899	$1,154
Truck Dump	S-10	11	$198.00	$363.00	$561.00	234	$1,451	$2,012
Conveyor	S-11	25	$450.00	$825.00	$1,275.00	12	$74	$1,349
Transfer	S-12	2	$36.00	$66.00	$102.00	4	$25	$127
Firehouse	S-13		$0.00	$0.00	$0.00	1	$6	$6
Conveyor	S-14	15.9	$286.20	$524.70	$810.90	7	$43	$854
Crusher	S-15	123.8	$2,228.40	$4,085.40	$6,313.80	75	$465	$6,779
Conveyor	S-16	23.8	$428.40	$785.40	$1,213.80	17	$105	$1,319
Stacker	S-17	6	$108.00	$198.00	$306.00	7	$43	$349
Stacker Tube	S-17	12.8	$230.40	$422.40	$652.80	70	$434	$1,087
Reclaim Tunnel	S-18	106.3	$1,913.40	$3,507.90	$5,421.30	670	$4,154	$9,575
Conveyor	S-19	29.5	$531.00	$973.50	$1,504.50	16	$99	$1,604
Substation	S-20	26	$468.00	$858.00	$1,326.00	13	$81	$1,407
Loadout	S-21	51.2	$921.60	$1,689.60	$2,611.20	37	$229	$2,841
General Office								
Office	S-22							
Firehouse	S-23							
Belina Mine Site								
Shed	S-24		$0.00	$0.00	$0.00	7	$43	$43
Treatment Plant	S-25	5	$90.00	$165.00	$255.00	156	$967	$1,222
Wellhouse	S-26		$0.00	$0.00	$0.00	2	$12	$12
Bathhouse	S-27	17	$306.00	$561.00	$867.00	615	$3,813	$4,680
Shop	S-28	4	$72.00	$132.00	$204.00	35	$217	$421
Garage	S-29	1.5	$27.00	$49.50	$76.50	9	$56	$132
Pumphouse	S-30	4	$72.00	$132.00	$204.00	37	$229	$433
Washbay	S-31	2	$36.00	$66.00	$102.00	15	$93	$195
Truck Bin	S-32	18.3	$329.40	$603.90	$933.30 *		$0	$933
Conveyor	S-32	8.2	$147.60	$270.60	$418.20 *		$0	$418
Loadout	S-33	5	$90.00	$165.00	$255.00 *		$0	$255
Substation	S-34	0	$0.00	$0.00	$0.00	4	$25	$25
Conveyor	S-35	88	$1,584.00	$2,904.00	$4,488.00 *		$0	$4,488
Stacker	S-36	41	$738.00	$1,353.00	$2,091.00 *		$0	$2,091
Reclaim Tunnel	S-37	20	$360.00	$660.00	$1,020.00 *		$0	$1,020
HAC	S-38	50	$900.00	$1,650.00	$2,550.00	10	$62	$2,612
Conveyor	S-39	9.4	$169.20	$310.20	$479.40 *		$0	$479
Transfer	S-40	7	$126.00	$231.00	$357.00	1004	$6,225	$6,582
Belina 1 Fan	S-41		$0.00	$0.00	$0.00	110	$682	$682
Belina 2 Fan	S-42		$0.00	$0.00	$0.00	110	$682	$682
Filter Pond	S-43		$0.00	$0.00	$0.00	280	$1,736	$1,736
Filter Pond	S-43		$0.00	$0.00	$0.00		$0	$0
Substation	S-44		$0.00	$0.00	$0.00	15	$93	$93
	Totals	741.7	$13,350.60	$24,476.10	$37,826.70	3810.7	$23,626	$61,453

Facilities

VALLEY CAMP OF UTAH RECLAMATION COSTS
2.00 FACILITIES DEMOLITION AND DISPOSAL (not including BLDGS)
03-Aug-93

UNIT COSTS

DESCRIPITON	UNIT COST	Reference
Concrete slab w/rebar	$124.00	93 MEANS 020 554 5200
Concrete disposal on site	$6.20	93 MEANS 020 554 5550
Building demolition (metal)	$0.19	93 MEANS 020 604 0010

ITEM Description	Comments	Computations	
2.01 PORTALS	Concrete removal	477	cy
	removal (93 020 554 5200)	$124.00	/cy
	disposal on site (020 554 5550)	$6.20	/cy
	Total removal & disposal unit cost	130.2	/cy
	Total removal & disposal	$62,105	
	SEALS		
	Forming area	6600	sf
	Form unit cost (93 031 182 4900)	$9.50	/sf
	Total Form Cost	$62,700	
	Concrete Volume	1223	cy
	Unit cost delivered to site	$73.00	/cy
	Pumping cost (033 172 5350)	$26.50	/cy
	Total concrete unit costs	$99.50	/cy
	Total concrete costs	$121,689	
	TOTAL SEAL COSTS	$184,389	
	TOTAL PORTALS	$246,494	

ITEM Description	Comments	Computations	
2.02 RAILROAD	Total track length to be removed	4963	ft
	Removal unit cost (020 554 3500)	$15.35	/ft
	Total track & tie removal	$76,182	
	Track & tie disposal (85 lbs/ft)	210.9	tons
	Haulage distance	110	miles
	Haulage unit cost	$0.15	/ton-mile
	Total Haulage	$3,480	
	Disposal fee unit cost	$33	/ton
	Total disposal fee	$6,961	
	Total track & tie disposal	$10,441	
	Ballast (1 cy / ft)	4963	cy
	unit cost (93 020 554 360)	$3.38	/cy
	total ballast removal	$16,775	
	TOTAL RAILROAD	$103,398	

ITEM Description	Comments	Computations	
2.03 Underground Tanks	Total tanks to be removed	7	ea
	Removal unit cost (020 880 0120)	$425	/ea
	Sludge removal (020 880 0310)	$100	/ea
	Haul & Dispose (020 880 1026)	$600	/ea
	Total unit cost	$1,125	/ea
	TOTAL COST	$7,875	

ITEM Description	Comments	Computations	
2.04 Power Distribution	Transformers	4	ea
	Unit cost (020 708 1570)	$715	/ea
	Total transformer costs	$2,860	
	Poles	41	ea
	Unit cost	$70.15	/ea
	Total poles	$2,876	
	Conductors	5.7	miles
	Unit cost	$1,102	/mile
	Total conductors	$6,281	
	Total Power Distribution	$12,018	

ITEM Description	Comments	Computations	
2.05 Haul Road concrete gutter			
	Length of gutter	6885	ft
	Unit cost (020 554 2400)	2.98	/ft
	Removal cost	$20,517	
	Concrete disposal on site	1282	cy
	Unit cost	$6.20	/cy
		$7,948	
	Total Cost of gutter removal & dispos	$28,466	

ITEM Description	Comments	Computations	
2.06 Guard Rail	Valcam length	1770	ft
	Haul Road	6870	ft
	Belina	2195	ft
	Total length of gaurd rail	10835	ft
	Unit cost (020 554 40800)	$5.50	
	Total removal	$59,593	
	Haul & dispose	27	tons
	Haul 110 miles @ $.15/mile	$16.50	/ton
	Disposal fee	$33	/ton
	Total unit cost haul & dispose	$49.50	/ton
	Total haul & dispose	$1,337	
	Total Gaurd Rail remove and dispose	$60,929	

ITEM Description	Comments	Computations	
2.07 Pavement	Valcam length	4060	sy
	Haul Road	19125	sy
	Belina	7050	sy
	Total asphalt area	30235	sy
	Removal unit cost (020 554 1750)	$6.20	/sy
	Total cost of removal	$187,457	
	Haul & dispose		
	area * 4" thick/12/3 * 2.2 t/cy	7391	tons
	Haul 110 miles @ $.15/mile	$16.50	/ton
	Disposal fee	$33	/ton
	Total unit cost haul & dispose	$49.50	/ton
	Total haul & dispose	$365,844	
	Total asphalt remove and dispose	$553,301	

Earthwork

VALL[illegible]MP OF UTAH
EARTHWORK COST COMPUTATIONS
03-Aug-93

Note: Equipment rental rates are taken from the 1993 Rental Blue Book (Dataquest Incorporated)
An overhead and profit allowance of 10% is added to equipment costs based on procedures presented on page 3 of the 1993 Means Heavy Construction Cost Data.
Labor costs including overhead & profit are taken from the 1993 Means Heavy Construction Cost Data (R.S. Means Company, 1992).
Production rates and factors are taken from the Caterpillar Performance Handbook 22nd edition, October 1991.

ITEM Description Comments Computations

3.01 BELINA EXCAVATION & GRADING

Assume swell similar to loam
(ref. Standard Handbook for Civil Engineers p. 13-15)
Scrapers with dozer assitance will be used to excavate the reclaimed channels and place fill in the Belina Complex and Belina Haul road

Average Scraper Haul Road Description
Load, haul 1700 ft uphill @ 7% return empty. Assume rolling equivalent % Grade of 3%. Therefore total effective grade loaded = 10% and empty = -5%.
See attached sheets from Cat Perf. Book
Job efficiency - .83 for normal conditions
assume 0.75 due to some site congestion
A D9N dozer will be used to maintain haul road and assist with spot grading as needed.

Volume to Excavate	254,000	cy
Swell factor	1.25	
Volume to be hauled (LCY)	317,500	lcy
Scraper Production Rate:		
Cat 637E capacity	31	lcy
Haul distance	1,700	ft
Loaded Haul Time	2	min
Empty Haul Time	1.3	min
Manuever & dump	0.6	min
Load Time per pair	1	min
Total Cycle Time	4.9	min
Cycles per hour	12.2	
Hourly Unit Production	380	lcy/hr
Job Efficency	0.75	
Adjusted production	285	lcy/hr
Production for 4 units	1,139	lcy/hr
Total hours to move and spread	279	hrs

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hou Equipme Costs	Number Needed	Equipment Total Job Hourly
Cat D9N dozer U	$12,416.25	$70.55	$34.40	$10.49	$115.44	1	$115.44
Cat 637E P-P scra	$22,296.75	$126.69	$92.25	$21.89	$240.83	4	$963.32
							$1,078.76

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourl Cost	Number Needed	Total Labor costs Hourly
Dozer Operator	$24.10	52.5%	$12.65	$36.75	1	$36.75
Scraper Operators	$24.10	52.5%	$12.65	$36.75	4	$147.01
						$183.76

Total Cost per hour	$1,262.52
TOTAL JOB	$352,002

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ITEM Description	Comments	Computations			
3.02 Vegetation Supporting Material (VSM)					
	VSM is located in two areas on site plus the topsoil stockpile. VSM from the onsite areas is estimated at 1' depth over 1.3 acres and 2' depth over 2.8 acres	Total VSM available		12107	cy
	Part of the VSM on site will need to be stockpiled during excavation			2097	cy
		Swell factor		1.25	
		Total to be stockpiled		2622	lcy
		Scraper Production Rate:			
			Cat 637E capacity	31	lcy
	Assume stockpile over larger VSM site		Haul distance	800	ft
			Loaded Haul Time	0.6	min
			Empty Haul Time	0.6	min
			Manuever & dump	0.6	min
			Load Time per pair	1	min
			Total Cycle Time	2.8	min
			Cycles per hour	21.4	
			Hourly Unit Production	664	lcy/hr
			Job Efficency	0.75	
			Adjusted production	498	lcy/hr
			Production for 2 units	996	lcy/hr
		Total hours to move to stockpile		2.6	hrs
	Spread VSM over site			12107	cy
			Swell factor	1.25	
			Total VSM to be spread	15134	lcy
		Scraper Production Rate:			
			Cat 637E capacity	31	lcy
			Haul distance	1,700	ft
			Loaded Haul Time	2	min
			Empty Haul Time	1.3	min
			Manuever & dump	0.6	min
			Load Time per pair	1	min
			Total Cycle Time	4.9	min
			Cycles per hour	12.2	
			Hourly Unit Production	380	lcy/hr
			Job Efficency	0.75	
			Adjusted production	285	lcy/hr
			Production for 2 units	569	lcy/hr
		Total hours to move & spread		26.6	hrs
		TOTAL HOURS stockpile & spread		29.2	

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hal Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hou Equipme Costs	Number Needed	Equipment Total Job Hourly
Cat D9N dozer U	$12,416.25	$70.55	$34.40	$10.49	$115.44	1	$115.44
Cat 637E P-P scra	$22,296.75	$126.69	$92.25	$21.89	$240.83	2	$481.66
							$597.10

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourl Cost	Number Needed	Total Labor costs Hourly
Dozer Operator	$24.10	52.5%	$12.65	$36.75	1	$36.75
Scraper Operators	$24.10	52.5%	$12.65	$36.75	2	$73.51
						$110.26

Total Cost per hour $707.36

TOTAL VSM COST $20,662

ITEM	Description	Comments	Computations		
3.03	Regrade ditch UDD-4 & UDD-5		Volume to be graded	259	cy
		1400 feet of ditch with about	Swell factor	1.25	
		5 cf of cut per foot	Total to be moved	324	lcy
			dozer (Means 022 200 2020)	$1.83	/cy
			Total Cost	$593	

3/4

ITEM	Description	Comments	Computations		
3.04	Belina Haul Road Rock Lifts		Volume of rock needed	6000	cy
		Rock lifts are to be formed of material	Average hual distance	6100	ft
		excavated at the Belina site. Large	Haul & dump time (769C)	7	min
		Rock pieces uncovered as part of the work	load time (235C)	3.75	min
		at the Belina site will be loaded on a truck,	Total cycle time	10.35	min
		hauled down the road to near final location,	Capacity	18	cy
		dumped along the inside edge of the road.	Efficiency	0.75	
			Net Prod. capability	78	cy/hr
			Total hours min.	77	hours
		Production time is limited by Belina scrapers (see 3.01)		279	hours

Hoe will be used to assist scrapers with excavation at Belina Complex, truck will haul the 10,000 cy excess from Belina site to haul road.

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hou Equipme Costs	Number Needed	Equipment Total Job Hourly
Cat 769C truck	$8,834.00	$50.19	$27.70	$7.79	$85.68	1	$85.68
Cat 235C Excavat	$14,320.00	$81.36	$92.25	$17.36	$190.98	1	$190.98
							$276.66

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourl Cost	Number Needed	Total Labor costs Hourly
Truck operator	$24.10	52.5%	$12.65	$36.75	1	$36.75
Excavator Operato	$24.95	52.5%	$13.10	$38.05	1	$38.05
						$74.80

Total Cost per hour	$351.46
TOTAL JOB	$97,990

4/4

ITEM	Description	Comments	Compu		
3.05	Belina Haul Road Earthwork		Total Volume	88300	cy
	(see 3.04 for 10,000 cy hualed from Belina Complex)				
	Approximately half of the cut is located in Upper fill,		Swell factor	1.25	
	Big Fill, and Eccles Junction. The Excavator will be		Total Volume loose.	110,375	lcy
	used to load trucks from these three sites for hauling		Total Volume to be hauled.	55,188	lcy
	and dumping along the road. The Excavator will then reshape		Truck Production Rate		
	the material to form the final reclamation contours		Truck Capacity	12	lcy
	including pulling up the existing fill on the outside		Average Haul distance	1,100	ft
	of the road.		Trips/hr (Means)	3.2	trips
			Net production / truck	38.4	lcy/hr
			Unit Cost(022 266 0320)	$2.15	/cy
			Excavator production (235C)		
			Bucket capactiy	2.75	cy
			Cycle time	0.33	min
			Cycles per hour	181.8	
			Hourly Unit Production	500	lcy/hr
			Job Efficency	0.75	
			Adjusted production	375	lcy/hr
		Truck production governs exc. time due to congestion, only 4 trucks can be used	Production for 4 trucks	154	lcy/hr
			Total hours to haul from fills	359	hrs
			Excavator shaping and pull up time	294	hrs
			Total time for excavator	654	hrs

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hou Equipme Costs	Number Needed	Equipment Total Job Hourly
Cat 235C Excavat	$14,320.00	$81.36	$92.25	$17.36	$190.98	1	$190.98

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourl Cost	Number Needed	Total Labor costs Hourly
Excavator Operato	$24.95	52.5%	$13.10	$38.05	1	$38.05

Total Cost per hour	$229.02
Total cost for excavator	$149,696
Cost for truck hualing	$237,306
TOTAL HAUL ROAD EARTHWORK	$387,002

Truck haul costs found by using Means unit price information

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ITEM	Description	Comments	Computations		
3.06	Valcam Earthwork		Total Volume	93300	cy
		Assume swell similar to loam	Swell factor	1.25	
		(ref. Standard Handbook for Civil Engineers p. 13-15)	Volume to be hauled (LCY)	116,625	lcy
		Scrapers will be used to excavate, haul,			
		and place material to be graded.	*Scraper Production Rate:*		
			Cat 637E capacity	31	lcy
			Haul distance	900	ft
		Average Scraper Haul Road Description	Loaded Haul Time	1	min
		Load, haul 800 ft uphill @ 6%	Empty Haul Time	0.5	min
		return empty. Assume rolling equivalent	Manuever & dump	0.6	min
		% Grade of 3%. Therefore total effective	Load Time per pair	1	min
		grade loaded = 9% and empty = -3%.	Total Cycle Time	3.1	min
		See attached sheets from Cat Perf. Book	Cycles per hour	19.4	
		Job efficiency - .83 for normal conditions	Hourly Unit Production	600	lcy/hr
			Job Efficency	0.83	
		A D9N dozer will be used to maintain haul road	Adjusted production	498	lcy/hr
		and assist with spot grading as needed.	Production for 4 units	1,992	lcy/hr
			Total hours to move and spread	59	hrs

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (*ref. Blue Book 93*)

Item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hou Equipme Costs	Number Needed	Equipment Total Job Hourly
Cat D9N dozer U	$12,416.25	$70.55	$34.40	$10.49	$115.44	1	$115.44
Cat 637E P-P scra	$22,296.75	$126.69	$92.25	$21.89	$240.83	4	$963.32
							$1,078.76

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourl Cost	Number Needed	Total Labor costs Hourly
Dozer Operator	$24.10	52.5%	$12.65	$36.75	1	$36.75
Scraper Operators	$24.10	52.5%	$12.65	$36.75	4	$147.01
						$183.76

Total Cost per hour	$1,262.52
TOTAL JOB	$73,917

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ITEM	iption	Comments	Compu
3.07	r Truck & Foreman	A water truck will be required to maintain haul road for Tasks 3.01, 3.02, 3.05, and 3.06. Tasks 3.03 (Regrade UDD-4 & UDD-5) and Task 3.04 (Belina Haul Road Rock Lifts) can be performed concurrent with other tasks and can share the same water truck. Therefore the total time the water truck is needed	

TOTAL WATER TRUCK TI 726 hours

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hourly Equipment Costs	Number Needed	Equipment Total Job Hourly
Water Truck	$15,692.25	$89.16	$55.97	$0.00	$145.13	1	$145.13

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourly Cost	Number Needed	Total Labor costs Hourly
Dozer Operat	$19.45	53.0%	$10.31	$29.76	1	$29.76

Total cost per hour $174.89 per hour

TOTAL WATER TRUCK $126,945

A foreman is assumed to be needed full time during the grading and revegetation.

Reveg time: riprap 46 days, straw 5 days, riparian 10 days, hydro applications 4 days, trees & shrubs 20 days, & sprinkler system 10 days.

FOREMAN TIME grading 726 hours

revegetaion 760

total Foreman hours 1486 hours

Regional Equip. Adjustment Factor 1.05

EQUIPMENT COSTS (ref. Blue Book 93)

item	Monthly Rate	Hourly Rate	Hourly Operating Cost	Overhead & Profit 10%	Total Hourly Equipment Costs	Number Needed	Equipment Total Job Hourly
pickup	$590.00	$3.35	$5.05	$0.00	$8.40	1	$8.40

LABOR COSTS (ref. Means 93)

	Hourly Rate	Olverhead & Profit %	Amount	Total Hourly Cost	Number Needed	Total Labor costs Hourly
Foreman	$26.10	57.4%	$14.98	$41.08	1	$41.08

Total cost per hour $49.48 per hour

TOTAL FOREMAN $73,526

TOTAL FOREMAN + WATER TRUCK $200,470

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- Areas occupied by support facilities will not be reclaimed until the conclusion of mining activities.

- Prior to final reclamation, the Operator, land owner and other appropriate regulatory agencies will have reviewed the disturbed areas and agreed upon a mutually acceptable Reclamation Plan. This will allow land owner(s) and appropriate agencies the opportunity to review the Reclamation Plan. At some point in time, should the land owner(s) desire to change the postmining land use to be other than full reclamation, the alternate postmining land use, landowners written request, and their letter of understanding will be submitted for approval. Once that alternate postmining land use is approved, revised drawings and cross sections will be submitted for approval. Information related to current lease agreements obtained from land owners or surface managers is available at the offices of White Oak Mining & Construction Co., Inc.

In general, reclamation of the White Oak mining operation includes:

White Oak Loadout Facility

The removal of all surface facilities, the restoration of the culverted stream emanating from the hills to the east of the facility, the regrading and shaping of the Loadout Facility, and the grading and recontouring of sedimentation ponds. Sediment Pond backfill material will consist of clean fill material which will be tested to ensure that only non acid-toxic materials are used.

White Oak Haul Road

Reclamation of the White Oak Haul Road includes the removal of the ashpalted roadway, culverts and concrete channel linings and the restoration (including reshaping and grading) of hillslopes between Eccles Canyon and the White Oak Complex. Reclamation will also include the removal of existing culverts and the restoration of natural drainage channels at 1) the bottom of the haul road at the junction with Eccles canyon and 2) at the "Big Fill".

White Oak Complex

The removal of all surface facilities, the restoration of 1) the main channel (culverted) stream entering the fill area west of the facility near the power station and 2) the side channel entering the fill area from the north near the offices and shop facilities. In addition, reclamation will include the removal of the fill pad, regrading and shaping of all disturbed areas, and the grading and recontouring of Sedimentation Pond No. 004A. Sediment pond backfill material will consist of clean fill material which will be tested to ensure that only non acid-toxic materials are used.

Reclamation design details provided as part of this submittal indicate mine disturbance boundaries which will be honored during the reclamation phase of the mining operation.

HISTORICAL OVERVIEW

Surface facilities located within the Permit Area are generally divided into one of three time periods, those facilities constructed pre-law, those constructed post law but prior to topsoil requirements and those constructed post-law with topsoil requirements. The General Office Area, Utah No. 2 mine site and VALCAM Loadout Facility (now referred to as the Loadout Facility), the White Oak No. 1 and

Superseded 6/20/95

No. 2 mine sites (White Oak Complex) and the White Oak Haul Road were pioneered pre-law. Additional improvements at both Loadout Facility and the White Oak Complex were constructed postlaw but prior to topsoil requirements. Topsoil requirements came into play during the opening of the White Oak No. 2 Mine whereafter some topsoil substitute has been salvaged and stored for reclamation activities.

No topsoil will be required for reclamation of the General Office Area since it is the current plan that it be retained as a field office for White Oak upon completion of mining.

Since the Loadout Facility was also established prior to the topsoil requirement and no topsoil was preserved, a search for an acceptable substitute for topsoil which could be utilized during reclamation was initiated. Existing soils have proven that they will support vegetation. Some selected soils identified on site were analyzed for applicability as a substitute for topsoil, approved by UDOGM for reclamation use and harvested. This approved material has been stored at the White Oak Complex. The substitute for topsoil has been stabilized with vegetation and erosion control measures and contains approximately 975 cu. yds. of soil which came from the enlargement of the Sediment Pond 002a, near the truck scale at the Loadout Facility. The volume of soil was approximated using the Average End Area (AEA) method. As shown on the Reclamation Mapping, roads (including the railroad access road) and selected culverts found within the Loadout Facility such are currently owned or will continue to be utilized by the railroad will remain upon final reclamation.

The White Oak Haul Road however will be reclaimed wherein VSM will be needed. Although no topsoil was formally preserved, the haul road does exhibit the same natural revegetation capabilities as does the White Oak Complex and Loadout Facility areas.

Permanent runoff conveyance facilities capable of controlling the post mining 100 Year - 6 Hour precipitation event have been designed for the Loadout Facility Area, the White Oak Haul Road and the White Oak Complex. As required under the regulations, all existing siltation structures (with the exception of Sediment Pond 004A) will be 1) maintained until removal is authorized by UDOGM and the disturbed area has been regraded, stabilized and revegetated, and 2) maintained for a minimum of two years following the last augmented seeding. It is not possible to retain Sediment Pond 004A in place until all other phases of reclamation have taken place because of its location and the requirement to remove valley fill material upon which it is located. It is also understood that all culverts within the Permit Area are to be removed unless approval is given by the regulatory agency that their retention meets post mining land use requirements. Culverts to remain following reclamation are bolded as appropriate on reclamation mapping. Additional information related to timing of reclamation activities will follow.

The goal of reclamation as established herein is to re-establish to the degree possible the environment modified by mining activities. It may be found at the conclusion of mining that certain previously disturbed areas show significant stabilization wherein it might be more damaging to the environment to redisturbed and reclaim the area than it would be to leave it "as is" without further disturbance. These areas may not require further reclamation because of the natural or man assisted establishment of acceptable reclamation conditions which have transpired since the initial disturbance was made. Some potential areas where this might occur include cut and fill slopes on roads, operation pads, and outside slopes of sediment ponds. Any such areas thus disturbed early in the operational life of the mines will be re-evaluated prior to commencement of reclamation by the Operator and the Division to determine if existing stability and vegetation are adequate to preclude redisturbance. Of course no formal modification

TABLE R-4.
RECLAMATION COST SUMMARY

ITEM	COST
Buildings	$718,700.00
Facility	$1,012,480.00
Earthwork	$1,132,636.00
Revegetation	$1,392,094.00
Reclamation Cost Subtotal:	$4,255,910.00
Maintenance & Monitoring (10%)	$425,591.00
Contingency & Engineering (10%)	$425,591.00
Mobilization & Demobilization (2.5%)	$106,398.00
Subtotal:	$5,213,490.00
1993 Dollars (2.5% Inflation, Rounded):	$5,346,746.00
TOTAL:	$5,347,000.00

Superceded 6/20/95