

-0010



LASR Geo Consulting

P.O. Box 1103  
50 East 970 North  
Castle Dale, UT 84513  
(801) 381-2638

March 5, 2001

Pamela Grubaugh-Littig  
Permit Supervisor  
1594 West North Temple, Suite 1210  
P.O. Box 145801  
Salt Lake City, UT 84114-5801

*J. Rogers*  
*c/007/001*  
*Box*

Dear Ms. Grubaugh-Littig:

Enclosed is the revision of the Exploration Application reviewed by your staff. All of the deficiencies noted by your staff have been addressed for the written easement from the owner of the land next to the Union Pacific Railroad. This issue was not directed to me and will be taken care of in-house by Dave Miller or his staff.

Changes to the document are included in this letter and should be added to the document in your possession.

If you have any questions, please refer them to Dave Miller who will then pass them on to me.

Sincerely,

*Jack R. Rogers*

Jack R. Rogers, P.G.

Enclosure

*Called Kit on 3/12/01.  
He will send in CI form*

**RECEIVED**

MAR 08 2001

DIVISION OF  
OIL, GAS AND MINING

**R645-201-225.**

Estimated reclamation cost of road construction for the four boreholes and their associated (constructed) access roads will be minimal for holes near existing roads. If the proposed boreholes can be accessed without significant construction, the estimated reclamation of the constructed roads will be minimal, e.g. overland access following trails or creating a trail where the ground and vegetation permits. These sites and overland trails or access roads would need to be scarified and reseeded. Hole P-01-08-2, which is located on the slope between P-01-8-1 and P-01-8-3, will require a tractor for road reclamation. A rough estimate of the cost of such equipment would range from 150-200 dollars per hour. It would take approximately 20-30 hours for this work to be completed plus the additional cost of revegetation. Total estimated cost for reclamation would be between \$6,000.00 and \$10,000.00. This would also include revegetation and scarification of the drill pads and access roads to the drill sites. No designs or diagrams of road crosscuts are provided because these will not be primary roads under the definition given in the rules.