Wellington Preparation Plant (C/007/0012)
Mining & Reclamation Plan
Changes & Insertion Instructions

December 3, 2013 (Clean Copy)

[*Replaces November 25, 2013, Redline/~~Strikeout~~ Copy*]

Price River Terminal, LLC
3215 West 4th Street
Fort Worth, Texas 76107

The following are proposed changes to the Wellington Preparation Plant permit along with instructions for insertion to the existing Mining & Reclamation Plan (MRP). This amendment is the "Clean" version of the document.

1. **MRP Insertion Instructions**:
   - Sec. 5.20, 11/25/13, (single page) of this submittal replaces
   - Sec. 5.20, 4/30/96, (single page) of the Division's copy of the MRP

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2. **MRP Insertion Instructions**:
   - Sec. 5.21, 11/25/13, pp. 1-13 of this submittal replaces
   - Sec. 5.21, (various dates), 1-7 of the Division's copy of the MRP

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3. **MRP Insertion Instructions**:
   - Sec. 5.27, 11/25/13, p. 7 of this submittal replaces
   - Sec. 5.27, 4/30/96, p. 7 of the Division's copy of the MRP

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4. **MRP Insertion Instructions**:
   - Sec. 7.33, 11/25/13, p. 1-6 of this submittal replaces
   - Sec. 7.33, 11/10/94, p. 1-4 of the Division's copy of the MRP

5. MRP Insertion Instructions:

- Dwg E9-3341, Permit Area, Facilities Map revised 11/22/13 of this submittal replaces
- Dwg E9-3341, Permit Area, Facilities Map revised 10/31/12 of the Division's copy of the MRP.

Vol. III A - Drawings Appendix

6. **MRP Insertion Instructions**:
   - Dwg 712j, Wellington Auxiliary Pond – Outlet/Oil Skimmer, 11/23/13 of this submittal should be <u>added to</u> the Division's copy of the MRP.

VII. [illegible] Drawings Appendix

5.20 OPERATION PLAN (R645-301-520)

5.21 GENERAL (R645-301-521)

Operations have varied throughout the years at the Wellington Preparation Plant. A brief history and summary of current proposed operations follows.

Brief History of Operations

From 1958 until 1985, the operation history of the property was that of receiving coal by rail, preparation (coal cleaning) and shipping of a blended product by rail.

Kaiser Coal bought the property in 1985 and later discontinued the coal cleaning operations and filed for bankruptcy. In 1989, Genwal Coal Company/NEICO purchased Wellington property to augment operations at their coal mine. A railroad load-out facility at Wellington was then constructed that consisted of a much simplified flow of product. Coal was crushed at the mine site, transported by truck to the Wellington facility, temporarily stored on the ground, screened, and then loaded into waiting railcars. The actual loading operation was installed by Genwal Coal Company in September and October of 1989 and made operational in November of that same year. The new loading system used only one conveyor belt system of the old Kaiser Coal/U.S. Steel preparation plant.

In 1995, NEICO sold their interest in the Genwal Coal Company and therefore discontinued all transportation of coal to the site from the mine. NEICO continued to maintain the property and since then has explored many possibilities for future activities and operations for the site including selling the property. Proposed plans from potential buyers of the site have included *(but have not been limited to)* the following: using the coal fines and other reject material as a fuel source, an on-site power generation plant, industrial park facilities, recycling center, coal briquette fabrication facility, and restoration of the coal cleaning facility for other similar processing operations. Furthermore, the Wellington site has been proposed as an industrial area. The area is zoned by the county as "heavy industrial" and current investigations are being conducted to develop it as such.

In 1997 the *Permittee*, NEICO, designated Earthco as the *Operator* of the Wellington Preparation Plant site. Earthco began reclamation of the site on the west side of the Price River with plans to change the site to an industrial area. During this operation, all buildings and most structures west of the Price River were demolished and salvaged. The area was also re-graded in preparation for development of an industrial site. Later, additional clean-up and grading work, but was conducted in the same area under the direction of NEICO.

During this same time period, the east side of the Price River was leased to another company, Covol Technologies, who constructed a modular coal fines wash plant in that portion of the permit area. A truck load-out, slurry tank, NW tailings impoundment, retention berm, power lines, above ground water lines and tailings pipelines were constructed in order to recycle the coal refuse from the adjacent slurry ponds area. This use was entirely consistent with all previous permits and activities that had occurred on the site in the past. Site grading, diversions and sediment control measures were directed to control any runoff that may occur into the Lower Refuse Pond or into Alternative Sediment Control Areas (ASCA's) 4 & 5. The majority of the facilities were located on the previously disturbed Coarse Slurry Pile. A substation was located near the wash plant. The River Pumphouse was refurbished to draw water needed for this operation and another pump was installed in a supply well near the pumphouse.

The type of equipment installed to process the coal fines included conveyors, screens, hoppers, flotation columns, centrifuges, pumps, tanks, and cyclones. Construction was done in a phased manner to allow for some production of washed fines to begin while the final additions to the plant were made. The reclamation plans for the plant site on the Coarse Slurry Pile were consistent with the current MRP.

Covol's modular coal fines wash plant was idled for much of 1999. Another company, TechMat, LLC, had signed a lease to resume these activities. TechMat later also discontinued washing fines. The wash plant was dismantled and removed from the site in 2006. The area was then regarded and reclaimed according to the MRP.

Proposed New Operations

In November 2013, Price River Terminal, LLC (PRT), purchased the Wellington Preparation Plant property from NEICO. PRT plans to operate a small section of the property in the northwest corner of the permit area as a "Crude-by-Rail" transloading facility. Watco Companies, LLC, (Watco) is the designated *Operator* of the transloading facility. Crude oil will be delivered to the site by truck where it will be transferred from trucks to railcars for shipment to various crude oil refineries throughout the United States. Oil will be transferred with the use of three mobile loading racks. Future development of the transloading operations have been conceptualized in four phases. Because these plans are subject to change according to demand and economics, Phases I and II have been described in greater detail at this time. A key map showing these phases and their location on the property is presented below (refer also to Dwg. E9-3341 for transloading site location information).

Initial activities for the transloading operation include the re-grading of the existing access road(s) leading from Ridge Road to the transloading area, placement of a mobile office trailer that will contain a break room and conference room, rehabilitation of the rail tracks, and a minor modification the Auxiliary Pond outlet.

The outlet modification will entail adding an oil skimming device to the Auxiliary Pond, the existing sediment pond that currently receives runoff from the transloading operations area. There will be no change in the runoff control plan for the site as a result of the transloading operation. Any potential spillage from the transloading would normally be captured at the source by the containment and safety devices employed during the transfer process. The controls are described in detail in the Storm Water Pollution Prevention Plan (SWPPP) and the Spill Prevention Control and Countermeasure (SPCC) Plan for the site. In the unlikely event that an oil spill should occur and not be contained at the source, it would be captured in the Auxiliary Pond located southeast of the operation, just as drainage from the area is presently caught. The Auxiliary Pond will therefore act as the final containment and protection against any major oil spills. It should be noted that the Division of Water Quality (DWQ) requested that an oil skimmer be added to any sediment ponds receiving runoff from the transloading operation; therefore, the outlet of the Auxiliary Pond will be slightly modified to meet that requirement. This will be accomplished using the existing outlet box, with no changes in size or capacity. The box is presently open on top and closed on the

bottom. The modification will reverse the water flow into the box by closing off the top and opening the bottom, which is located below the outlet culvert. Any overflow water will then have to enter the box from the bottom, forcing oil to remain on the surface above the inlet. The overflow water will then go to the Dryer Pond. Details on this modification are shown on Dwg. 712j. The latest annual inspection on the Auxiliary Pond shows it to be more than adequate to contain the runoff from 10 year – 24 hour storm event plus at least 2 tank cars at approximately 28,500 gallons each.

Existing Surface Facilities

Additional information about the facilities and structures of the Wellington Coal Cleaning Plant can be found in Section 5.26 of this document. For a map showing the location of the previous load-out pad, refer to Dwg. 4067-6-8A. As historical information, Exhibits 1 through 6 (Sec. 5.26) show photographs of previous (now reclaimed) Wellington Plant facilities. For a map showing the previous locations of these structures and facilities, refer to Dwg. E9-3341. Included on these drawings are the following:

All buildings within 1000 feet of the permit area. Current use of the facilities is discussed in section 5.26.

The location of surface and subsurface man-made features within, passing through, or over the permit area - including the plant rail system and the natural gas pipeline.

Each public road located in or within 100 feet of the permit area.

The location and size of existing areas of coal waste and noncoal waste disposal, dams, embankments, other impoundments and water treatment facilities within the permit area. No spoil or coal development waste is stored.

The location of sedimentation ponds and coal processing waste dams and embankments. No permanent water impoundments are proposed.

The previous locations of a modular coal fines wash plant, truck loadout, slurry tank, NW tailings impoundment and retention berm, power lines and above ground water and tailings lines are shown on Drawing 712a and Figure 5.12-1.

Landowners and Right of Entry

PRT will grant Watco the right of entry. The boundaries of land within the permit area upon which the operator has legal right to enter and begin operations are shown on Dwg. 4067-6-1A. The permit area is within 100 feet of a public road (see Dwg. 4067-6-8B). The Wellington Preparation Plant has occupied the permit area since 1958. Therefore valid existing rights can be claimed. In 1989 Carbon County built a new public road (called the "Ridge Road") across the permit area with Genwal Coal Company's permission. Although it is a county road, the State maintains it as stated in a letter from State of Utah, Dept. of Transportation (UDOT). A copy of the letter is shown in Appendix G.

Land Surface Configuration Maps

The facility area is fairly flat. There are no coal outcrops, previously mined areas, or steep cut slopes in the permit or disturbed areas. Dwg. E9-3341 shows surface contours.

The area of land for which a performance bond is posted is the disturbed area as shown on Dwg. E9-3333.

The previous coal storage and loadout area are shown on Dwg. 4067-6-8B.

Topsoil, coal preparation waste and areas are shown on Dwg. E9-3341 and 4067-6-8B.

Coal refuse (slurry) and coarse refuse disposal areas, generated by past operations are shown on drawing E9-3341.

No explosives are stored on site.

Coal processing waste banks, dams and embankments are shown on Dwg. E9-3341.

Transportation Facilities Maps

The coal haul road ("new access road") is shown on Dwg. 4067-6-9A (Rev), including a profile and specifications. Cross-sections of ancillary roads are shown on Dwgs. C9-1286 and A9-1432

Existing facilities (bridges, ponds, rail system, refuse piles, etc.) are shown on Dwg. E9-3341. Facilities that have been reclaimed are also listed, but not shown, on the drawing.

A rail system dissects the Wellington site. The Wellington Preparation Plant has access to the system to load rail. Pertinent portions of the railroad system are shown on Dwg. E9-3342 (1 of 2).

Support Facilities

The majority of the present Wellington Plant facilities were constructed in 1957-58 by operators other than NEICO. A few structures remain from past coal preparation operations at this time.

Described in Sec. 5.26 are the remaining existing structures on the Wellington site. For maps and drawings showing these structures and facilities, refer to: Dwgs. E9-3341, E9-3427, 4067-6-8A, 4067-6-8B, 4067-6-21 and Exhibits 1-6 (Sec. 5.26).

With the more recent construction of the screening plant (1989), some equipment was moved to the site, while other existing equipment was utilized. For a map showing the location of the load-out pad, refer to Dwg. 4067-6-8A. Exhibits 1 through 6 (Sec. 5.26) show photographs of the existing Wellington Plant facilities. Exhibit 6 shows the small screening plant that was moved to the Wellington site for the load-out operations.

The coal sampling and load-out conveyor system that was previously in existence was utilized in conjunction with the load-out facility. No modification or alteration of these facilities was required other than simple installation of a feed chute for transfer of the product into the system. It was proposed to not develop an engineered drawing for this slight alteration, but rather to construct on a field-fit basis. Construction consisted of removing several outer wall panels from the plant side, installing a conveyor through the opening, and fabricating a small plate transfer enclosure at the transfer point to the existing conveyor.

As previously noted, the majority of the support facilities described has now been removed, as shown on Dwg. E9-3341.

Signs and Markers

Pertinent signs and markers have been posted and are maintained on the Wellington Preparation Plant site. Access areas to the property from public roads where surface operations and facilities are located have identification signs. These signs show the company name, business address, and telephone number of the permittee.

Perimeter areas are regularly marked by green t-posts and painted white at the top 24 inches around the entire area that is affected by surface operations and facilities.

Buffer signs are posted and clearly marked 100 ft from the Price River to alert the operations personnel of the proper distance required by the Division as to not affect water quality.

Topsoil stockpiles are also clearly marked on the property including an identification number.

Other signs and markers pertinent to operation for visitors and employees have also been posted.

cut, fill embankment, culvert, etc. have been previously described and referenced in this section and shown on: Dwgs. A9-1432, C9-1286, DD-4, E9-3427, G9-3501, G9-3502, G9-3503, G9-3508, 4067-6-9A, 4067-6-17 (Rev.), and 4067-6-17A.

The transloading facility at Wellington will utilize existing roads, most of which are located *outside* the current "Disturbed Area", or those bonded areas that have been designated as such by the Division because of their previous mining and reclamation activities.

Onsite road and rail track maintenance are the first activities planned for the new operations at the Wellington site. With some minor exceptions, the road maintenance will primarily be on those roads *outside* the current Disturbed Areas. The maintenance planned will include brush removal, re-grading, widening and placement of road base and/or gravel.

The track maintenance, however, will be conducted *within* the above-mentioned Disturbed Areas. This maintenance will essentially be limited to rail tie and ballast reinforcement work.

If the roads were to be damaged by a catastrophic event, such as a flood or earthquake, the road will be repaired as soon as practical after the damage has occurred.

7.33 IMPOUNDMENTS 645-301-733

733.100 General Plans

There are seven temporary existing or proposed impoundments located on the permit area. Impoundment locations are shown on Drawing F9-177 (rev).

733.110 Certification

General plans for the Refuse Basin, the Auxiliary Pond, and the Clearwater Basin were developed prior to the implementation of the pertinent State and Federal mining regulations of such ponds and therefore certification as to their design and construction conditions is not available. However, details related to existing structural dimensions and visual conditions are available and are contained in the referenced drawings. Certification can also be given related to the hydraulic characteristics as will be discussed in Section 7.42.

Certified As-Built drawings for the more recently designed Plant Sediment Pond and the Road Pond are referenced in Section 733.120.

Certified As-Built drawings for the Dryer Sediment Pond are provided as Sheets 712e and 712f. A certified design drawing for the proposed Auxiliary Pond outlet modification is provided as Dwg. 712j.

733.120 Maps and Cross Sections.

The following drawings contain information on the various impoundments:

Auxiliary Pond	Dwgs. E9-3341, C9-1285, 712d, 712j
Road Pond	Dwgs. E9-3341, E9-3453, 712d
Dryer Pond	Dwgs. E9-3341, E9-3453, A9-1464, 712e
Plant Sediment Pond	Dwg. E9-3341, 4067-6-21
Upper & Lower Slurry Basins	Dwgs. E9-3341, D5-0163, E9-3435, E9-3460, 712a
Clearwater Pond	Dwgs. E9-3341, E9-3460, 712b
Slurry Pipeline Sediment Pond	Dwgs. E9-3341, D5-0163, 712c

733.130 Pond Descriptions

Upper & Lower Slurry Basins

The Refuse Basins are large, relatively old basins that contains a large amount of coal refuse from past coal cleaning operations. The Refuse Basins are separated from the Clearwater Basin (discussed below) on the southwest by a constructed dike. Cross-sections of the dike are shown in Dwgs E9-3460. The Refuse Basins are divided by a dike into two parts forming the Upper Refuse Basin and the Lower Refuse Basin [see Figure F9-177(rev)]. The dike for the Lower Basin is higher than the dike for the Upper Basin and therefore the upper and lower basins actually form one impoundment which is separated into two parts by the Upper Refuse Basin dike. The tributary area of the Lower Refuse Basin includes the Upper Refuse Basin and almost 400 acres of mostly undisturbed natural drainage area upstream of the Lower Refuse Basin [see Dwg G9-3504 (rev)]. In recent years, the pond has normally been dry, and for the purpose of controlling sediment, the Lower Refuse Basin has been considered as a sediment control pond.

The runoff from the Refuse Basin generated by a PMP-6 hour storm is calculated to be 439.1 acre feet. The capacity of the Refuse Basin is calculated to be 763.6 acre feet. Approximately 58% capacity of the basin would contain the total runoff from the PMP.

The capacity of the Upper Refuse Basin is about 50 acre-feet at the elevation of the spillway (Elevation 5380.2 feet) and 135 acre-feet at the elevation of the top of embankment (Elevation 5381.3 feet). The Lower Refuse Basin dike is higher than the Upper Refuse Basin dike. The capacity of the Lower Refuse Basin is about 760 acre-feet, much larger than the capacity of the Upper Refuse Basin.

Comparison of new mapping (Olympus Aerial Surveys Inc., June 1991) with mapping from the early 1980's reveals that there has been negligible sediment deposition in the Upper Refuse Basin.

Clearwater Basin

The Clearwater Pond is formed between two large dikes (see Dwgs. F9-177 (rev), E9-3460, & 712b). The pond can receive overflow water from the spillways (or future decant) of the Refuse Basin Sediment Pond, although such flows have not occurred recently since the Refuse Basin has been dry in recent years.

Previously, during Covol's operations, the Clearwater Pond contained about 205 acre-feet of water that was available to be recycled to the plant. During a large storm event, the structures in the Refuse Basin will meter out water to the Clearwater Pond in a controlled manner over a period of weeks so as not to overtop the Clearwater Pond. Given the excess capacity within the Refuse Basins, this operational procedure also allowed dredging and slurrying to continue, while storm water was adequately handled.

Stage-capacity information for the Clearwater Pond is included in the Hydrologic Appendix in Watershed #7. The Clearwater Pond has a capacity of about 190 acre-feet at the elevation of the spillway, and a capacity of about 240 acre-feet to the elevation of the top of embankment.

Comparison of new mapping (Olympus Aerial Surveys Inc., June 1991) with mapping from the early 1980's reveals that there has been negligible sediment deposition in the Clearwater Pond.

Plant Sediment Pond

The Plant Sediment Pond (sometimes referred to as the Loadout Sedimentation Pond) is a relatively new pond constructed to collect runoff from Watershed #5 which contained much of the of Wellington Preparation Plant when it was active. The locations of the pond and tributary drainage area are shown in Dwgs. G9-3504 (rev) and F9-177 (rev). The pond receives runoff from the top of the Coarse Refuse Pile. As shown in Dwg. 4067-6-21, the pond has a valved, dewatering device, as well as 24-inch diameter CMP riser and barrel serving as the primary spillway, and an open-channel emergency spillway. Both the decant and primary spillway are equipped with skimmers. All pond discharges go into a fairly large ditch called DD-4 in which the flow is conveyed out of the permit area into a natural drainageway that leads to the Price River.

Slurry Pipeline Sediment Pond

The Slurry Pipeline Sediment Pond (sometimes referred to as the Pipeline Sedimentation Pond) is an existing structure located on the eastern side of the Price River adjacent to two old pipelines. The pond collects runoff from a few acres of area that was disturbed when the pipelines were constructed. Dwgs. D5-0163 & 712c show as-built drawings of the pond. As shown in the drawing, a single open-channel spillway (with a grouted riprap channel) conveys any pond effluent directly to the Price River.

Dryer Pond

The Dryer Sediment Pond was reconstructed and enlarged in 1994 The pond is located at the eastern end of Watershed #4 [see Dwgs G9-3504 (rev) and F9-177 (rev), and 712d]. The tributary area includes the Road Pond and Auxiliary Pond discussed below. A proposal to modify the pond outlet structure is included in Appendix L of this permit.

Road Pond

The Road Pond is located in Watershed #4 adjacent to a road a short distance northwest of the previous office area as shown on Dwgs. F9-177 (rev) & 712d. The pond has provided some degree of sediment and runoff control. The Road Pond is mostly excavated beneath the east side of the pond from the adjacent roadway on the east. It has a 24-inch diameter spillway. In the event that capacity of the primary spillway is exceeded, the south side of the pond would act as an emergency spillway.

Auxiliary Pond

The Auxiliary Pond is an old pond constructed beneath the surrounding areas (i.e. it was constructed by excavation rather than with dikes). It is located in Watershed #4 on the east side of the office area as shown on Figure F9-177 (rev). The pond is connected to the Road Pond with a 24-inch diameter concrete culvert, and to the existing Dryer Pond with 24-inch diameter concrete culvert which serves as the primary spillway. In the event of overtopping, the entire top of the pond would serve as an emergency spillway.

The runoff from the crude oil transloading operation will go to the Auxiliary Pond; therefore, the outlet box on the primary spillway will be slightly modified to function as a combination oil skimmer and outlet (see also Section 5.21, Dwg. 712j and Dwg. E9-3341).

733.140 Subsidence Survey

The Wellington Preparation Plant is not located over any mine workings, consequently the sediment ponds are not susceptible to subsidence.

733.150 Hydrologic and Geologic Information

Preliminary hydrologic and geologic information will be contained in the geologic and hydrologic impacts sections of this permit.

733.160 Future Design Plan Certification Statement

The proposed Dryer Pond Modifications in Appendix L are certified. The proposed Auxiliary Pond outlet plan to modify it as an oil skimmer is also certified. Certified construction inspections will also be provided.

733.200 Permanent and Temporary Impoundments

733.210 Construction and Maintenance

All impoundments are constructed. Only a proposed modification to the Auxiliary Pond Outlet Structure remains to be built.

Each of the impoundments will be maintained as required by the referenced sections in R645-301-733.210 of the Regulations.

733.220 through 733.226 Permanent Impoundments

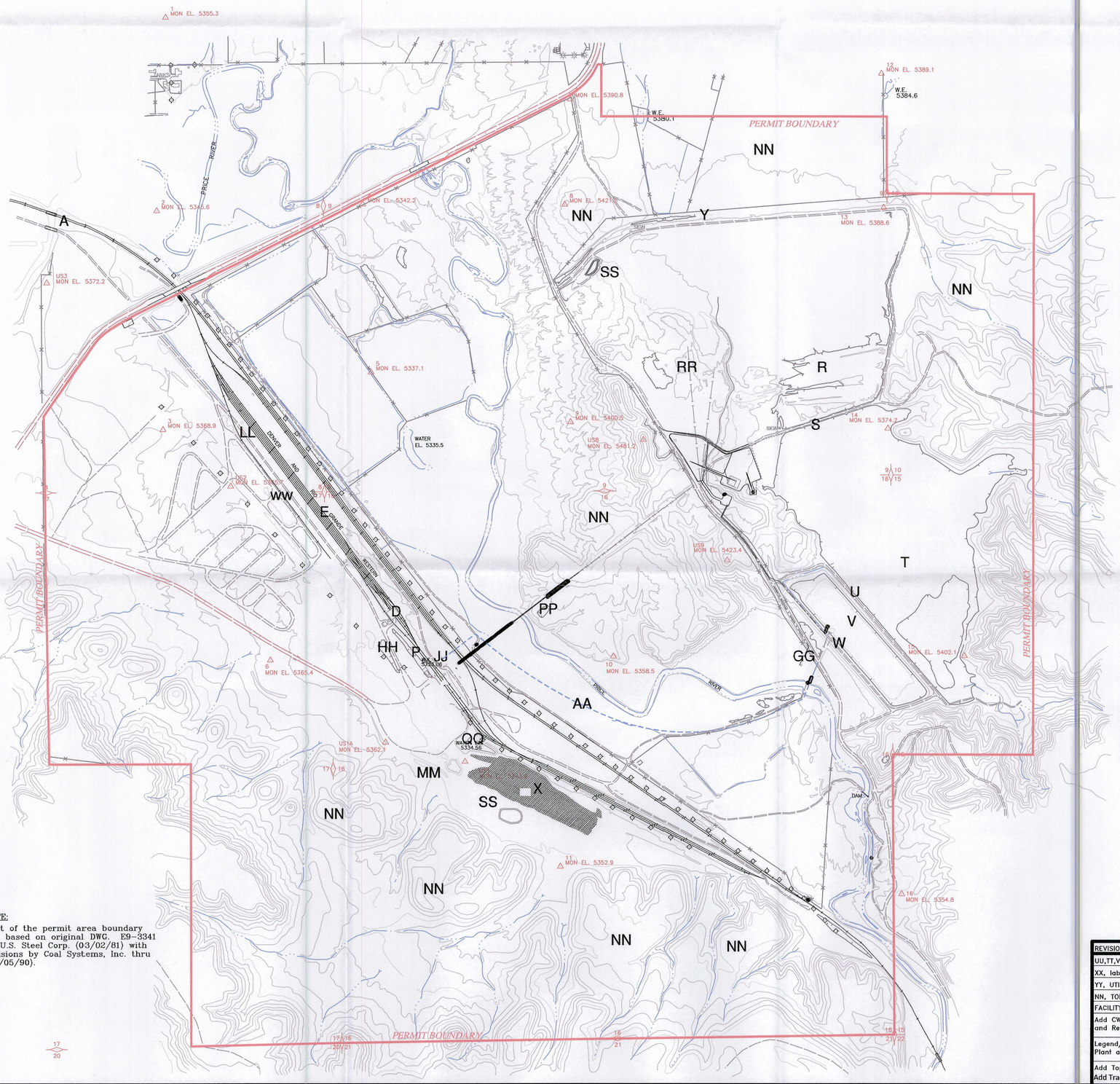
No permanent impoundments are proposed

733.230 Authorization of Temporary Impoundments

The construction of the Dryer Sediment Pond and the decant modifications for the Road Pond, the Auxiliary Pond, and the Refuse Basin Sediment Pond was not done until written authorization was received from the Division.

733.240 Potential Hazard Notification

The applicant agrees to notify the Division according to R645-301-515.200 should a potential hazard to any impoundments be disclosed.



NOTE:
Most of the permit area boundary was based on original DWG. E9-3341 by U.S. Steel Corp. (03/02/81) with revisions by Coal Systems, Inc. thru (07/05/90).

EXISTING FACILITIES

A. BRIDGE
D. TRACK HOPPER/RAW COAL CONVEYOR
E. PLANT RAILROAD SYSTEM
P. AUXILIARY POND
R. UPPER REFUSE BASIN
S. UPPER REFUSE DIKE
T. LOWER REFUSE BASIN SEDIMENT POND
U. LOWER REFUSE DIKE
V. CLEARWATER POND
W. CLEARWATER DIKE
X. COARSE REFUSE PILE
Y. SIAPERAS DITCH

AA. CLEARWATER PIPELINE (FROM PREV. DWG. E9-3341 CERT. 06/28/84)
GG. RIVER WATER COLLECTION WELL
HH. ROAD POND
JJ. DRYER POND
LL. NATURAL GAS PIPELINE
MM. DIVERSION DITCH (UD-1 & UD-1A)
NN. TOPSOIL BORROW AREAS
PP PIPELINE SLURRY SEDIMENT POND
QQ. PLANT SEDIMENT POND
RR. COARSE SLURRY POND REFUSE PILE(TEMPORARY)
SS. TOPSOIL STOCKPILE
WW. TRANSLOADING AREA

FACILITIES REMOVED DURING RECLAMATION - NO LONGER SHOWN ON MAP

B. ELECTRIC SUBSTATION
C. COAL CLEANING PLANT BUILDING
F. HEAT DRYER & CONVEYOR
G. SLURRY PIPELINE & SUPPORT STRUCTURES
I. COURSE REFUSE BIN
J. OFFICE BUILDING
K. STOREHOUSE
L. SHOP
M. COAL CARBONIZATION LAB
N. OIL STORAGE BUILDING
O. PUMPHOUSE
Q. HAUL ROAD
Z. COAL STORAGE, PROCESSING & LOADING AREA

BB. MATERIAL & EQUIPMENT STORAGE AREA
CC. SCRAP METAL STORAGE AREA
EE. NON-COAL WASTE HOLDING AREA
FF. OIL DRUM STORAGE AREA
II. POND FILL PILE
KK. POND FILL PILE
OO. FUTURE TOPSOIL STRIPPING AREA
TT. TRUCK DUMP
UU. HOPPER AND FEED BELT FOR LOADING
VV. TRUCK SCALE AND SCALE HOUSE
XX. SEPTIC TANK & DRAIN FIELDS (as per USS 11-21-59 E01296)

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DEC 10 2013
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INCORPORATED
DEC 10 2013
Div. of Oil, Gas & Mining

UTAH REGISTERED #175168 DAN W. GUY PROFESSIONAL ENGINEER

This map (drawing) is based on previous engineering permit information and information provided by others and is accurate to the best of my knowledge.

N

REVISIONS	BY	DATE
UU,TT,VV	L.W.J.	12/3/93
XX, labels	J.J.M.	4/28/94
YY, UTILITIES	T.L.	9/10/97
NN, TOPSOIL BORR. AREAS	C.L.P	11/4/97
FACILITY & PERMIT AREAS	J.S.	11/04/98
Add CW Pipeline/Update Boundary and Reclaimed Areas	P.D.C.	10/17/06
Legend/Map Corrections on the Covol Plant and River Pump House Areas	Blackhawk	3/26/08
Add Topsoil Pile Locations	Blackhawk	10/31/12
Add Transloading Area	Blackhawk	11/22/13

PERMIT AREA, FACILITIES MAP

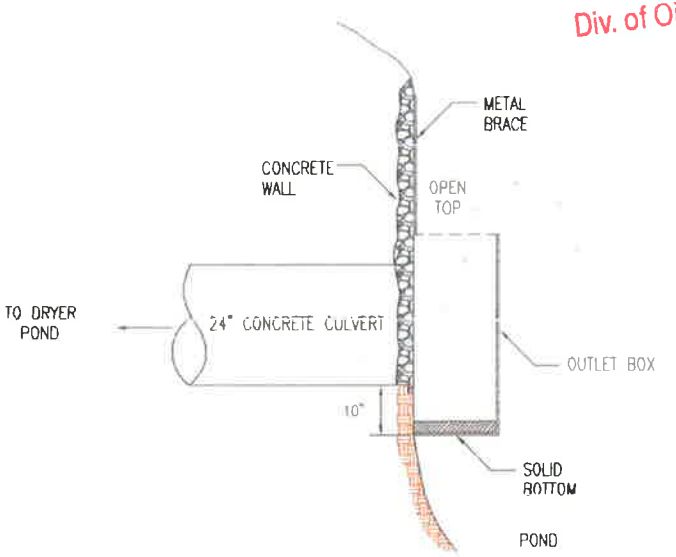
NEVADA ELECTRIC INVESTMENT COMPANY

MT. NEBO SCIENTIFIC, INC.
RESEARCH AND CONSULTING

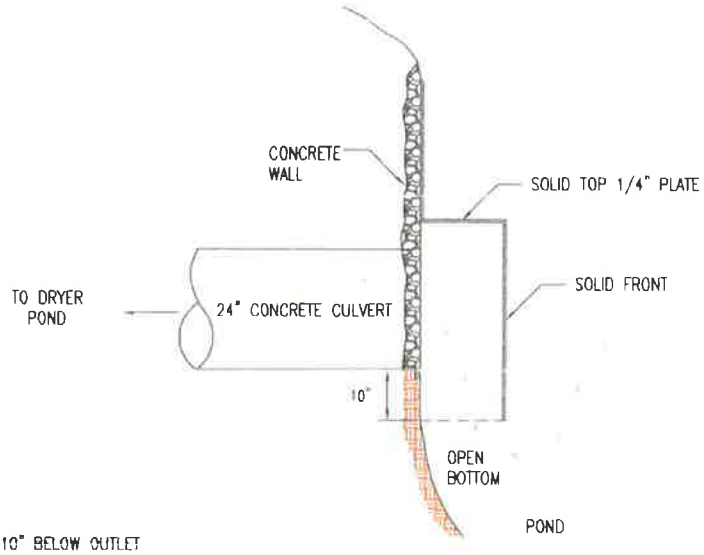
DRAWN	JON MAGENO
CHECKED	
DATE	12-7-93
SCALE	1"=500'

E9-3341

AUXILIARY POND OUTLET/OIL SKIMMER



EXISTING
SECTION VIEW



MODIFIED
SECTION VIEW

NOTES:

1. MODIFIED INLET WILL BE 10" BELOW OUTLET CULVERT TO PROVIDE OIL SKIMMER
2. AUXILIARY POND DETAILS ARE SHOWN ON MAPS 712d AND C9-1285

WELLINGTON
AUXILIARY POND - OUTLET/OIL SKIMMER

Price River Terminal
Fort Worth, TX

Mt. Nebo Scientific, Inc.
Springville, UT

November 23, 2013

Dwg. 712j