

VOLUME V-A

LIST OF MAPS

21	Locations of Sandhill Crane Nests and Nesting Habitat and Raptor Cliff Nesting Habitat
22	Locations of Sage Grouse Leks and Sagebrush
23	Mine Plan
23b	Structures and Renewable Resources
23c	Mine Plan – Surface Disturbance and Monitoring
WC23	Wolf Creek PR14-10 Mine Plan
WC23B	Wolf Creek Structures and Renewable Resources
24	Surface Facilities (3 Sheets)
24a	Road Location and Classification Map
25	Surface Area Cross-Sections
26	Fish Creek Borehole Area Facilities and Access Road
27	Fish Creek Borehole Area Access Road Profile
28	Fish Creek Borehole Area Access Road Profile and Typical Sections
29	Reclamation
30	Road Profiles and Cross-Sections
30a	Haul Road B Relocation
31	Postmining Topography
31a	Postmining Topography Regrade Task Boundaries
32	Fish Creek Borehole Settling Pond: Plan View and Cross-Sections
33	Twentymile Sandstone Potentiometric Surface
34	Calibrated Groundwater Model Piezometric Surface
35	1985 Mine Inflow Survey
36	Salt Loading Study Land Use and Hydrologic Boundaries
37	Fish Creek Ground Water Inflow Survey
38	Development Drilling Locations
39	Powerline Locations
40	Subsidence Monitoring Status Map
41	Batch Weigh/Loadout Haulroad Alignment
42	Foidel Creek Basin Map

- Barricade Chamber Access Escape Shaft
- 10-Right Dewatering Boreholes 1 and 2
- Substation No. 11 (NMD) Power-Drop Borehole
- NW Mains Ventilation Shaft and Borehole
- 6-Main North Ventilation/Escape Shaft and associated utility boreholes (7)
- EMD Ventilation/Escape Shafts (2, sealed in late 2009)
- 18-Right Ventilation/Escape Shaft (sealed in late 2009)
- 18-Left Ventilation Intake and Return Shafts and associated utility boreholes
- 19-Right Mine Dewatering Borehole (permitted but not completed)
- 16-Left Utility Borehole
- 17-Left Cement (WMD Stabilization) Borehole (sealed in 2013)
- 15-Left Ventilation Shaft (permitted, pad constructed. Shaft and Rock dust tank installation withdrawn)
- 5-Main North Borehole
- 10-East Emergency Borehole (permitted but not completed)
- SWMD Thickener Underflow Borehole
- Sandstone Sub Thickener Underflow Borehole
- SWMD and WMD Thickener Underflow boreholes (2)

The parking area east of the northeast shop facility was improved to allow better utilization of the area. The improvements required hauling in approximately 2,500 CY of spoil material to fill-in and raise the existing parking area so that runoff drains to both the north and south from this area. Drainage from this area is directed into ditches D-2, G-4, and D-6 (a and b). Design information for these ditches is contained in Exhibit 8.

A small building has been constructed on the east side of the portal entry. The 10 x 12 x 8 foot building will house the portal slope heating system.

Warehouse Expansion (MR07-217)

In order to accommodate increased material storage requirements associated with mine expansion and the new Washplant facility, the existing mine Warehouse facility was expanded to include two additions; a 3,950 square foot (158 x 25 foot) enclosed extension of the current pallet-rack storage area, and the addition of a 1,520 square foot (95 x 16 foot) covered shed storage area. Both additions connect to the existing Warehouse structure as shown on Figure EX49H-F1. The Warehouse expansion areas are contained within the existing disturbed area “envelope” defined by the outer edges of the current Warehouse facility, and resulted in no new surface disturbance. Construction involved limited excavation for the floor slab for the enclosed extension; shallow drilling (approximately 20 feet) for 18-inch concrete support piers for both the enclosed extension and the covered shed storage; forming and pouring the piers and floor slab; erection of the pre-fabricated support frames for both extensions; and placement and connection of the metal sheathing walls and roof.

Materials Storage Areas

A number of areas located around the site are utilized for equipment/materials storage and handling. Primary areas include the warehouse and welding shop yards and pads, an area south of the shop, the large storage pad north of the bathhouse, the area around the PM Bay north of the Mine Entrance Road, the southern portion of the stoker coal loadout area, the dry storage area near the portal, the longwall storage area south of the Raw Coal Stockpile, the Washplant yard and pad areas, the Batch-Weigh Loadout yard, and the large storage yard in the Explosives Storage area. Additional areas include equipment storage pads west of the Warehouse, beltline storage area along Haulroad A, temporary storage near Pond B, an area along the ranch road to the east of the fire-training area, and the area across from the Batch-Weigh Loadout in the area of the old Lube Facility site.

Additionally, there are equipment staging and handling areas along the PM Bay access road and south of the refuse pile area, for equipment assembly and preparation, primarily in association with longwall moves. The materials storage areas associated with the stoker coal loadout area, at the PM Bay, at the base of the portal ramp, near the light-duty bay, and across from the shop are also permitted for handling and storage of non-coal wastes per Rule 4.11.4(1). Locations of all material storage areas are shown on Map 24, Surface Facilities and Freshwater Systems. There are five primary garbage or solid-waste handling areas; near the portal, in front of and behind the warehouse/shop area, at the Washplant, and near the PM Bay. Other small satellite areas such as the Batch-Weigh Loadout and Operations Center are served by smaller dumpsters, which are periodically emptied.

Storage Area North of Weld Shop

In order to accommodate additional supplies needed for the longwall, the storage area around the weld shop was expanded. The storage area, approximately 0.5 acres, is shown on Map 24, Surface Facilities and Fresh Water Systems, with the additional disturbance also depicted on Map 29, Reclamation Map. The expansion will be upslope of the existing collection ditch in an area that has been previously reclaimed. The topsoil, approximately one foot in depth, will be salvaged and windrowed below the storage area. The windrowed topsoil will be seeded with the topsoil stockpile stabilization seed mixture. At the time of final reclamation, the topsoil will be redistributed over the site.

In order to facilitate material storage around the weld shop area, three concrete pads, approximately 20 x 60 x 1 foot will be constructed to the east of the shop. Pipe and other hard goods will be stored on these pads. In addition, a 100 x 15 x 1 foot concrete apron will be constructed on the south side of the building to increase the utility of that storage area.

When the pads and apron are no longer needed, they will be broken up and the resulting concrete rubble will be placed at the toe of the highwall. The location of the pads and apron are shown on Map 24, Surface Facilities and Fresh Water Systems.

Storage/Contractor Buildings

Four storage buildings have been or will be constructed for dry storage of equipment, parts, and materials. The south storage building, with dimensions of 150 x 50 x 20 feet, was constructed west of the 20,000 gallon diesel tank installation for dry storage of bulk materials. The west dry storage building, with dimensions of 100 x 30 x 20 feet, was never constructed and was removed from the permit in 2021. The east storage building, with dimensions of 150 x 50 x 20/15 feet, will be constructed on the site of the former “Surveyor’s Trailer” which had deteriorated to the point where it was no longer functional, and was subsequently demolished and removed. The Williams Fork Warehouse building will be dismantled, moved, and re-constructed in the Longwall Material Storage Yard, to provide dry storage for longwall equipment and parts. The Longwall Material Storage building was never constructed and was removed from the permit in 2021. These structures are of metal frame construction with steel siding and a dirt floor covered with 1-foot of roadbase or gravel material. A temporary contractor maintenance shed was also erected near the east storage building. This shed is a portable framework and canopy which sets on several 4 x 8 foot, 8-inch thick, modular concrete slabs.

In addition to the covered storage buildings, TCC may periodically utilize skid-mounted storage containers or modular shipping containers for temporary storage of materials and supplies on-site. These will generally be placed within existing facilities areas, and will not involve any new surface disturbance. It is anticipated that a maximum of twelve temporary storage containers would be on the site at any given time. Given that contractors are frequently used for completion of special project work on-site, in addition to TCC’s temporary storage units, there may be temporary contractor trailers and storage units located in project work areas. Since these facilities are generally portable and are owned or leased by the contractors, they are not considered in TCC’s reclamation cost estimates. The locations of any long-term structures (ie: covered storage buildings) are shown on Map 24. All storage and contractor structures and portable units will be removed when no longer needed. Reclamation of these facilities is covered by the general reclamation plans presented in Section 2.05.4(2)(c), under the heading, “Surface Facilities”.

Storage and Training Area Transfer

The Storage and Training Area (ie: ‘Trudy’s Corner’) is located in both Section 31, Township 5 North, Range 86 West, and Section 7, Township 4 North, Range 86 West, and consists of 1.5 acres of disturbed area, which was previously permitted under C 81-071 (CYCC). This area was transferred to C-82-056 (TCC) for use as a storage facility and outside training area.

Drainage control for this area is addressed by a Small Area Exemption, as discussed in Section 2.05.3(4). Reclamation of this area will occur when the area is no longer required for storage of materials and equipment. Approximately 1,210 CY of topsoil from Stockpiles 3 and 6 will be spread to a 6 inch depth over the area, followed by revegetation using a pastureland seed-mix (see Table 53).

Satellite Warehouse/Storage Area (MR 02-179)

A Twentymile ranch warehouse/storage building and associated outside storage/parking area will be utilized as a satellite warehouse/storage site by TCC. The site is located at the intersection of Routt County Roads 33 and 179, as shown on Map 24. When the building is no longer needed by TCC, the material stored there will be removed, and the building will revert back to the status of a ranch warehouse/storage facility.

The Coal Washplant structures are of steel-frame construction with steel siding and roofs, and typical construction techniques were used to erect these structures, including use of a crane or boom truck to set structures, and the use of metal fabricating equipment for construction. The approximate dimensions of the structures are as follows:

Washplant Building - 48 x 54 x 76 feet
Thickener Tank – 35-foot diameter x 18 feet deep
Refuse Bin - 2 x 54 x 76 feet
Transformer Pad

Low-quality coal is transported by a front-end loader from the Low-Quality Coal Stockpile to the Plant Feed Grizzly. Coarse material, consisting primarily of 4-inch plus waste rock, is diverted from the grizzly to a chute and temporary storage area on the north side of the Washplant. This material is periodically recovered, loaded into haul trucks and transported to the approved coal refuse pile for placement and disposal along with the coal refuse generated from the washing process.

From the Plant Feed Grizzly, the low-quality coal material is conveyed to the plant for processing. A reclaim tunnel, feed conveyor, and hopper transfer the low-quality coal into the coal Washplant. The plant is designed to process up to approximately 300 tons per hour using a heavy media (magnetite) to separate coal from waste rock inclusions. Two magnetite storage bins (50 and 100 tons) are located adjacent to the plant. A Thickener Tank is constructed adjacent to the plant. An emergency overflow sump adjacent to the plant provides overflow storage capacity in the event a power outage occurs and the Thickener has to be partially or fully drained. The overflow sump is sized to hold the entire contents of the Thickener while maintaining one-foot of freeboard. In the event the Thickener has to be dumped, the material will be pumped back into the system or to Pond D.

After the low-quality coal is processed, clean coal is transferred directly onto the Overland Conveyor or transferred via conveyor to a Clean Coal Stockpile adjacent to the Washplant. A front-end loader can be used to transfer the stockpiled clean coal to a feed bin on the Overland Conveyor. The clean coal is then transferred via the Overland Conveyor to the Tipple. The processed clean coal may also be utilized in the production of stoker coal, with the stoker coal stockpile located on the west side of the Washplant. The circular Stoker Coal Stockpile area is located on the west side of the Washplant and encompasses an approximately 120-foot diameter area centered below the stacking conveyor. The Clean Coal Stockpile is approximately rectangular in shape and encompasses the westernmost portion of the ROM Coal Stockpile area as depicted on Map 24. This area is approximately 200 x 250 feet. Up to three feet of coarse rock material (coarse refuse from the grizzly) was laid down as base course in these areas. In total, 1,260 yards are spread under the stoker pile and 5,560 yards are spread under the clean coal pile. This material will be excavated and relocated to the approved refuse disposal area during reclamation of the Washplant facilities.

The refuse material generated during the washing process is transferred via a conveyor belt to a Refuse Bin. Refuse is transferred from the bin to haul trucks which transport the refuse to the designed Coal Refuse Disposal Facility. A modification was purposed in 2018 to extend the conveyor and move the refuse bin to the south to allow for the use of larger haul trucks. This modification was never constructed and was removed from the permit in 2021 (TR96). In order to reduce the amount of refuse hauled to the refuse pile, TCC pumps the thickener underflow (refuse fines mixed with water) directly into abandoned and sealed underground workings. The material is pumped into the mined-out longwall panels in the Eastern Mining District. The underflow is pumped via a 4-inch line to an existing fresh water borehole into the mine. The bottom of the borehole is plumbed into a pipeline terminating at a discharge point located behind the seals in the EMD. The process is described in greater detail under Rule 2.05.3(9).

On completion and commissioning of the Coal Washplant, TCC temporarily stockpiled material generated during the start-up period to allow sampling and evaluation of the quality of the reject material being produced and the percent recovery of coal from the feed coal material, in order to better understand the functioning of the plant. This material was stockpiled at a site on the existing Low-Quality Coal Stockpile. The material was tested to determine if the plant was producing the quality of washed coal projected in the design, and to determine if the physical characteristics of the refuse material produced were consistent with the parameters used in designing the Refuse Pile.

A 16 x 38 foot roofed shed addition was added to the south wall of the existing transfer building in October 2003. This addition is supported by five 10-inch x 57-foot pilings driven to a depth of approximately 30 feet. The pilings are constructed with concrete caps supporting concrete piers. This building will be used to cover the rock belt and includes a wash-down water collection sump.

A propane heater system was installed on a 20 x 20 x 2 foot concrete pad adjacent to the existing transfer building (northeast side) in October 2003. The heating system is used to heat the transfer building, adjacent sampling building, and to replace the existing heating line to the portal. The heating system utilizes an internal 2-inch polypropylene propane vapor line. The propane vapor feed-line running from the existing 18,000 gallon propane tank on the surface is approximately 700 feet in length. The line is buried at a depth of approximately 4-feet, from the existing propane tank to the new concrete pad location. The line is 2-inch, Schedule 40 steel and is supported and anchored at the point where it goes over the highwall. The system also includes a vaporizer, a 6 x 6 x 6 foot concrete pad at the tank location, and a regulator at the heater location.

To protect the #4 bent on the TC stacker conveyor, a steel revetment approximately 25 x 25 x 55 feet was constructed on concrete footers. A roof may be added to the revetment to prevent accumulations of coal inside the revetment. The concrete footers will be pushed to the base of the portal highwall and be buried during final reclamation.

Employee Coal Loading Area (MR14-274, TR21-96)

The proposed Employee Coal Loading Area will be located in the existing unpaved parking area between the Mine Security Gate and the paved Employee Parking Area, as shown on Map 24. Portable pre-cast concrete barriers (“Jersey Barriers”) will be used to create a partially enclosed stockpile area, roughly 20’ – 25’ feet square where a stockpile of approximately 30-40 tons of stoker or lump coal would be maintained during the heating season (September through May). The stockpile would be established and maintained using a large mine loader or trucks to transfer coal from the margins of the Run-of-Mine Coal Stockpile and/or Stoker Coal Stockpile. Annual usage from the pile is estimated at approximately 220 tons. Employees could access the Employee Coal Stockpile from the unpaved parking area side of the pile to hand-load coal to their pick-up or trailer. As an existing mine disturbance area, drainage and sediment control are addressed by the existing system of runoff collection ditches and mine sedimentation ponds (Ponds D and F). In addition, to minimize runoff and sediment loss, TC will gravel and maintain access to the pile and an area immediately around the pile. Use of the portable barriers will allow clean-up of coal fines, which may accumulate over time. When no longer needed, reclamation of the Employee Coal Loading Area would involve removal of the portable barriers and recovery and disposal of any remaining coal and coal fines. The employee coal pile was terminated due to hazards and liabilities and will not be re-permitted. The pile has been removed and the item removed from the permit through TR96.

Explosive Bunker

The explosive bunker is shown on Map 24, and encompasses an area of approximately 3 acres. The bunker was constructed in 1975 and has been used since that time by Energy Fuels, and its successors. The site is a leveled, graveled area, with three concrete explosive magazines in place to store blasting caps, delays and other sensitive explosives. Also, tractor-trailers containing explosives were parked in the leveled portion of the explosives bunker area. The leveled area can be used as a storage facility for materials that would not be precluded by safety requirements. Drainage from the explosive bunker area collects in Sedimentation Pond T. This structure has been designed to meet the performance standards of Subchapter K as described in Section 780.25.

Sedimentation Ponds

TC will be responsible for the maintenance and reclamation of Ponds B, C, D, E, F, G, and T, originally permitted by CYCC (Permit C-81-071,) and the 6-Main North Sedimentation Pond, constructed more recently.

Once concrete pumping operations are completed, the temporary transfer line and batch-plant will be moved off-site, and the boreholes and associated disturbance areas will be reclaimed. Boreholes will be plugged and sealed in accordance with applicable State Engineer requirements. Any residual cuttings in the cuttings pit will be allowed to dry-out, and the cuttings pit will be completely backfilled. The pad area and road will be regraded to their approximate original configuration and to blend with the surrounding terrain, the temporary diversion ditch will be removed, stockpiled soil material will be replaced, and all disturbance areas will be reseeded with TC's standard Pastureland Seed Mixture, or an alternate seed mix, if requested by the surface landowner.

15-Left Ventilation Shaft (TR11-77, TR21-96)

As a result of progressive mine development in the Western Mining District (WMD) and expanded MSHA rock-dusting requirements, a new ventilation bleeder shaft and additional rock-dust transfer location were proposed. The proposed new ventilation shaft was to be located off the existing light-use road serving the Fish Creek Water Treatment Facility in the SW¼SE¼ Section 24, T5N, R87W, as shown on Map 24. Development, construction, and installation of the ventilation shaft and associated ancillary facilities initially involved the following sequential activities, as briefly described in the following sections and shown on the design drawings provided in Exhibit 49Y, however the 15LT Shaft and rock dust tank were later determined not necessary after the construction of the light use road and pad and were never drilled or constructed as indicated by the strike through:

- Completion of environmental and engineering investigations
- Placement of disturbed area markers
- Temporary drainage and sediment control measures
- Recovery and stockpiling of available soil materials
- Installation of drainage and sediment controls
- Construction of a light-use road and site preparation for shaft pad
- Construction of the shaft pad and lined cuttings pit
- ~~• Installation of electrical distribution line and equipment~~
- ~~• Excavation and construction of shaft collar structure~~
- ~~• Blind drilling and casing of the shaft~~
- ~~• Construction of security fence around the shaft~~
- ~~• Extension of entries from the 15 Left gate roads to connect to the shaft bottom~~
- ~~• Installation of rock dust drop pipe, rock dust tank, and controls~~
- ~~• Final clean-up and dressing of road and site pad~~

Site-specific investigations required for design and permitting of the new ventilation shaft and pipeline include a cultural resource survey of potential disturbance areas, identification and marking of wetland limits, and wildlife consultation. The cultural resource survey was conducted by Metcalf Archaeological Consultants, with results summarized by the survey report included in Exhibit 6T. The wildlife consultation is documented by a consultation letter from the CDOW, provided in Exhibit 23C. The perimeter of all areas affected by surface facilities construction will be clearly marked before initiating any surface disturbance. The proposed shaft pad, cuttings pit, and soil stockpile area will have maximum dimensions of approximately 200 x 350 feet (1.6 acres) with cut and fill slopes. The light-use road, will add approximately 0.7 acres of disturbance, for a total disturbed area of approximately 2.3 acres. The light-use road disturbance corridor will be approximately 750 feet long and 40 feet wide. Actual constructed road width (finished top width) is expected to be approximately 24 feet. Refer to Exhibit 49Y, 15LT Ventilation Shaft Installation – Design Drawings, for details on the road, and the road profile and cross-section. The proposed light-use road crosses upland areas where road construction will involve removal of any large vegetation and stripping and stockpiling of other vegetation, soil, and organic materials.

In order to reestablish effective vegetative cover, TCC will recover and stockpile a maximum of 18 inches of soil material from shaft and road disturbance areas. With a total road disturbance area of approximately 0.7 acres, approximately 1,700 CY of soil material will be salvaged from the road corridor, and approximately 3,900 CY from the 1.6 acre shaft pad and associated disturbance areas. Prior to initiation of soil salvage operations, temporary sediment control measures (silt fence, wattles, and/or other, as appropriate) will be installed. Soil salvage volumes are indicated on Table 49A. Soil material from the road corridor and other disturbance areas will be stockpiled in a central soil stockpile areas as shown on the design drawings in Exhibit 49Y. Natural vegetative materials (mulch)

incorporated into the soil, and seeding with the topsoil stockpile stabilization seed mixture identified on page 2.05-121, will stabilize the stockpiled soil materials.

Following soil removal, required drainage and sediment control structures will be constructed or installed. In order to minimize potential environmental and aesthetic impacts, surface drainage will be handled by an upslope drainage diversion ditch; a culvert crossing where this ditch intersects an existing natural drainage and crosses under the light-use road; and a interceptor ditch and rock-lined sump (Alternative Sediment Controls (ASC's)) on the downslope side of the pad. All drainage calculations and documentation are provided in Exhibit 49Y. Once the pad is constructed, surface runoff from the pad will be limited by placement of gravel surfacing material, and any limited surface drainage from the pad will flow to the cuttings pit. As a limited disturbance area, the pad, ditches, and ASC's will function under a Small Area Exemption to assure effective runoff and sediment control. Road drainage will be minimized by placement of gravel surfacing. Other disturbed areas (including topsoil stockpiles and pad outslopes) will be stabilized with temporary vegetation, and any structures will be painted in neutral earth-tone colors to blend with the natural surroundings.

Construction of the ventilation shaft light-use road will involve soil recovery and stockpiling, installation of a 30-inch CMP culvert, scarification and re-compaction of surface materials, and placement and compaction of approximately 8 inches of pit-run gravel and 3 inches of suitable road-base material. The road surface will be approximately 24 feet wide, and will be graded and crowned to promote effective drainage. Road construction will require minimal cut and limited fill, so the actual road disturbance area will average approximately 30 feet in width. For permitting purposes, a road disturbance corridor 40 feet wide has been defined as encompassing all project-related activities, including road construction and soil recovery and handling.

Preparation of the ventilation shaft pad will involve installation of required drainage structures, soil material recovery and stockpiling, excavation and lining of a collection pit for blind drilling of the shaft, placement and compaction of fill material (from cuttings pit excavation and site grading) to establish level pad working areas, and placement of gravel surfacing material to control dust and sediment from the pad area.. In general, the shaft pad is designed and configured to balance cuts and fills, and minimize any need for borrow material or handling of excess cut material.

The cuttings pit will be a single cell approximately 70 x 100 feet, and approximately 8 feet deep, and is sized to contain all drilling fluids and cuttings from the shaft (total capacity of approximately 1,700 cubic yards). Facility construction details and configuration are illustrated by the design drawings provided in Exhibit 49Y. The cuttings pit and associated foundation area will be inspected during soil material stripping, placement of the liner, and temporary closure, on completion of shaft boring operations. As-built certifications will be provided to the DRMS prior to cuttings placement and following temporary closure.

A 69KV distribution line was proposed to extended approximately 1,000 feet to the new ventilation shaft pad from the existing Fish Creek Water Treatment Facility Substation but was withdrawn in 2021 with TR96 because it was not needed.

The 15LT drill pad and light use road were constructed according to the permit. The 15LT Shaft and rock dust tank were never drilled or constructed and were removed from the permit in 2021 with TR96.

When these facilities are no longer needed to support ongoing or future mining and related operations, reclamation will involve rgrading of disturbance areas to blend with the surrounding terrain, soil material replacement, and reseeding with the permanent Rangeland revegetation seed mixture.

16-Left Utility Borehole (TR11-78, MR12-260)

TC proposes to complete a new utility borehole, to be located over the 16-Left (16LT) gateroads in the Western Mining District (WMD). The utility borehole will initially serve as a conduit to transfer concrete from the surface to the underground workings to provide supplemental support for an area where elevated geologic stresses were encountered in the previous longwall panel. Subsequent to this initial use, it is anticipated that the borehole will be retained and utilized as a supplemental utility borehole for transfer of concrete, gravel, or other materials to the underground workings for use in the WMD. The proposed facilities will be accessed from the paved County Road (RCR27), using the existing access for the 17-Left Concrete Borehole (MR11-253), with a new light-use road to the borehole pad location, as shown on Map 24 (4/4) and Figure 49Z-F1.

supports, transformers, and associated control and electrical switch-gear. The existing 24-inch culvert, in the substation location, was extended approximately 120 feet to convey drainage under the substation area.

6MN Reservoir Powerline (MR08-232)

A new powerline was extended approximately 1,500 feet between existing electrical Substation 12 (NW Ventilation Fan) and the eastern edge of the proposed 6MN Reservoir. Powerline construction involved the minimal disturbance required to place 15 powerpoles and string conductors, with pole placement avoiding the Fish Creek buffer zone. The powerline construction project was necessary to supply power for pumps at the 6MN Reservoir. Exhibit 49R illustrates the powerline/pole locations.

15LT Powerline and Transformer (MR11-258, TR21-96)

A new powerline was purposed from primary Substation 14 (18-Left Ventilation Shaft) to supply power to the 15-Left Ventilation Borehole installation. The new powerline was purposed to extend approximately 8,550 feet, and will require the placement of up to 40 new powerpoles. The powerline was never constructed and is no longer necessary. This powerline was removed from the permit in 2021 with TR96.