RIVERVIEW DEVELOPMENTBC, LLC.

RIVERVIEW MINE, P-3949, R-2

ALABAMA SURFACE MINING COMMISSION

SURFACE MINING PERMIT APPLICATION

P A R T I I I

Prepared by:

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PART III - OPERATION PLAN

A. General Operation Information

1. Describe the type and method of coal mining procedures and major equipment to be used. (780.11)

   See Attachment III-A-1.

2. Describe the sequence and timing of increments to be mined (as shown on permit map) over the total life of the permit. (780.11)

   See Permit Map

   The timing increments are as follows:

Increment No.	Acres	Dates	
		From	To
1	36	Effective Date *	Life of Mine
2	19	Effective Date *	Life of Mine
3	3	Effective Date *	Life of Mine

*The Effective Date depends on the date of issuance of permit.

5. Transportation Facilities (780.33, 780.37)

See **Road Map** for the ancillary roads added by R-2.

(a) Describe the measures to be taken to ensure the interest of the public and landowners affected are protected if disturbance within 100 feet of the right-of-way or relocation of a public road is proposed.

(1) Appropriate warning signs will be posted along the road right-of-way a minimum of five (500') hundred feet from the entrance of the proposed disturbance.

(2) Appropriate advertisements, informing the public and affected landowners, will be run in the local newspaper prior to any disturbance within the one hundred (100') feet setback of or the relocation of any public road right-of-way.

(3) All safety requirements of the appropriate Federal, State, County, or Local governments, concerning public health and safety, will be followed.

(4) In areas where disturbance is proposed within one hundred (100') feet of the road right-of-way, earthen berms, guard rails, or barricades will be constructed as necessary to prevent accidental entrance into the mine area and to prevent safety hazards.

(b) Describe any unique design, feature, or structure which is necessary for the road to meet the performance standards of Subchapter K using any necessary maps, plans, or cross-sections.

Describe, in detail, the measures to be taken during construction, maintenance and use of the transportation facilities to prevent damage to fish and wildlife and their habitat; public and private property; and erosion, siltation, and pollution of water.

Silt fences, hay filter dams, dust control on roads, vegetation, diversion ditches and other prudent practices will be utilized in controlling runoff. Cut and fill slopes created by road construction shall be grassed to ensure stabilization and prevent erosion.

DESIGN, CONSTRUCTION, MAINTENANCE, AND RECLAMATION SPECIFICATIONS FOR ANCILLARY ROADS

1. LOCATION

A) Ancillary roads will be located on ridges or high areas or on the most stable available slopes so as to control and prevent erosion, siltation, flooding, and adverse impacts to fish and wildlife, or their habitat and related environmental values, to the extent possible.

B) No part of any ancillary road will be located in the channel of an intermittent or perennial stream without written approval from the Regulatory Authority, in accordance with 880-X-10C-.12 thru 880-X-10C-.14 and 880-X-10C-.28.

C) If at all possible, ancillary roads will be located upstream of sediment basins to prevent, control and minimize additional contributions of suspended solids to stream flow or runoff outside the permit area, the violation of applicable State or Federal water quality standards, seriously altering the normal flow of water in stream-beds or drainage channels, and damage to all public or private property.

D) In instances where it is not possible to locate ancillary roads in the above manner, sediment control will be achieved by the use of silt fences, rock check dams, hay bale berms, etc.

2. DESIGN REQUIREMENTS

A) Ancillary roads will be designed, constructed, reconstructed and maintained to have adequate drainage control structures to safely pass the peak runoff anticipated from a 10 year, 6 hour precipitation event.

3. CONSTRUCTION REQUIREMENTS

A) The foundation area of the roadbed will be cleared and grubbed of all organic material and the topsoil will be removed. The disturbed area will be kept to the minimum necessary to accommodate the roadbed and/or associated drainage ditch construction.

B) The road construction material will be suitable subgrade material, free of sod, roots, stumps, etc., and will not contain rocks which exceed twelve (12) inches in diameter. The road construction material will be placed in layers (12-inch maximum thickness) and compacted to ninety-five (95%) percent of the standard proctor density, as set forth in ASTM.

C) The minimum top width of ancillary roads will under no circumstance be less than ten (10) feet and will be of maximum width necessary to facilitate the largest equipment using the road.

DESIGN, CONSTRUCTION, MAINTENANCE, AND RECLAMATION SPECIFICATIONS FOR ANCILLARY ROADS (Con't.)

D) Roadbeds for ancillary roads will be cut into consolidated, non-erodible material or will be surfaced with sufficiently durable, non-toxic, non-acid forming material as needed for the anticipated duration and frequency of use of the road. Because of the short-term duration and infrequency of use of most ancillary roads, sufficiently durable mine overburden material from the mine site will be used for surfacing material, placed and compacted on the roadbed surface a minimum depth of four (4) inches. In instances where ancillary roads are proposed for an extended duration or heavy usage is anticipated, then durable, non-toxic, non-acid forming material, such as chert, crushed limestone, redrock, and/or crushed sandstone will be placed and compacted on the roadbed surface a minimum depth of four (4) inches.

E) Ancillary roads will be constructed with no sustained grades of ten (10%) percent, unless unavoidable. If unavoidable, sediment control facilities such as silt fences, hay dams and/or rock check dams will be installed at strategic locations to prevent erosion and ensure stability. Grades greater than fifteen (15%) percent will require ditch relief drains, cross over drains and road drainways at a minimum of three hundred (300) feet apart.

4. DRAINAGE AND SEDIMENT CONTROL REQUIREMENTS

A) Ancillary roads will be constructed, reconstructed, and maintained to have adequate drainage control, using structures such as, but not limited to bridges, culverts, drainage pipes, ditches, cross drains, and ditch relief drains designed to safely pass the peak runoff anticipated from a 10 year, 6 hour precipitation event. All drainage control structures will be designed and constructed in such a manner whereas, to allow a free and operating conditions to prevent, control, and minimize erosion at the inlets and outlets.

B) Culverts and drainage pipes will be designed and installed to provide adequate support for the load of the largest equipment using the road. All culverts or drainage pipes with diameters of forty-eight (48) inches or less will be covered with a minimum of one (1) foot and the maximum cover will not exceed fifty-seven (57) feet of desirable compacted material. All culverts or drainage pipes with diameters greater than forty-eight (48) inches will be covered with a minimum of two (2) feet and the maximum cover will not exceed forty-one (41) feet of desirable compacted material.

C) Culverts and drainage pipes will be designed and installed to allow adequate freeboard to prevent overtopping of the embankment.

D) Drainage ditches, cross drains, and ditch relief drains will be constructed and maintained, as needed, to prevent uncontrolled surface drainage over the road surface and roadway embankment.

E) Drainage ditches will be constructed with no sustained grades greater than five (5%) percent, unless unavoidable. If ditches must be constructed with grades in excess of five (5%) percent, drainage ditches will be lined with suitable liner material, such as, riprap, concrete, asphalt or durable rock, to prevent erosion and ensure stabilization.

DESIGN, CONSTRUCTION, MAINTENANCE, AND RECLAMATION SPECIFICATIONS FOR ANCILLARY ROADS (Con't.)

F) Sediment control will be achieved by the use of silt fences, rock check dams, hay bale berms, etc. in strategic locations, where necessary.

G) Upon completion of construction of ancillary roads, the side slopes of the roadway cut and fill sections, including all borrow areas formed in the construction, areas used for disposal of excess material, ditches, etc. will be seeded with a mixture of perennial and annual grasses, fertilized and mulched to prevent erosion and ensure restabilization. Grass mixtures will include, but not be limited to, fescue, bermuda, rye grass, browntop millet, clover and sericea.

5. INSPECTION AND MAINTENANCE REQUIREMENTS

A) Routine inspections and maintenance (such as regrading, resurfacing, maintenance of sediment control structures, spot replanting, and dust control) will be conducted regularly during the life of each road to ensure that each road continually meets design and performance standards.

B) Dust control will be achieved by the periodic application of water, chemical binders and/or other dust suppressants.

C) Any road damaged by a catastrophic event, such as a flood, or earthquake, will be repaired as soon as is practicable after the damage has occurred.

6. REMOVAL AND RECLAMATION REQUIREMENTS

A) All roads not to be retained under an approved postmining land use will be removed and reclaimed in accordance with the approved grading and reclamation plans as soon as practicable after it is no longer needed for mining and reclamation purposes. This removal and reclamation will include:

1. Closing the road to traffic;

2. Removing all bridges, culverts, drainage pipes, and other drainage control structures, unless otherwise approved as part of the postmining land use;

3. Removing and/or otherwise disposing of road surfacing materials, that are not compatible with the postmining land use and revegetation requirements, onsite or removed and stored for re-use;

4. Reshaping and regrading cut and fill slopes as necessary to be compatible with the postmining land use and to compliment the natural drainage pattern of the surrounding terrain;

5. Protecting the natural drainage patterns by installing dikes or cross drains as necessary to control surface runoff and erosion;

DESIGN, CONSTRUCTION, MAINTENANCE, AND RECLAMATION SPECIFICATIONS FOR ANCILLARY ROADS (Con't.)

6. Scarifying or ripping the roadbed, replacing topsoil or substitute material, and revegetating the entire disturbed area in accordance with the approved reclamation plan.

7. TYPICAL ROADBED CONFIGURATION

A) See attached **typical ancillary road drawing** for an illustration of the typical roadbed configurations.