



PFM Consulting &lt;pfmconsultingcompany@gmail.com&gt;

**Re: Fremont Project**

1 message

**PFM Consulting** <pfmconsultingcompany@gmail.com>  
To: "Thiebaut - CDOT, TJ" <thomas.thiebaut@state.co.us>  
Bcc: PFM Consulting <pfmconsultingcompany@gmail.com>

Tue, Apr 8, 2025 at 2:25 PM

TJ,

Thanks for speaking with me today.

Attached is the haul route map. Let me know if you have any questions or need anything additional.

Thank you!

**Jodi Schreiber, Owner**  
**PFM Consulting LLC**  
**719-529-0916**  
pfmconsultingcompany@gmail.com

[PFM Consulting Website](#)  
[Titan Transport Website](#)  
[Jodi Schreiber Farms Website](#)

“Success is not final, failure is not fatal; it is the courage to continue that counts.”

—Winston Churchill

On Tue, Apr 8, 2025 at 2:15 PM Thiebaut - CDOT, TJ <thomas.thiebaut@state.co.us> wrote:  
Hi Jodi,

Here is my direct contact info. Thanks!

—

**TJ Thiebaut**  
**Acquisition and Relocation Supervisor**  
Region 2 Right-of-Way



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

P: [719-546-5413](tel:719-546-5413) | F: [719-546-5414](tel:719-546-5414)

5615 Wills Boulevard, Suite A. Pueblo, CO 81008

[thomas.thiebaut@state.co.us](mailto:thomas.thiebaut@state.co.us) | [www.cdot.gov](http://www.cdot.gov)



**COLORADO**  
Division of Reclamation,  
Mining and Safety

Department of Natural Resources

1313 Sherman St. Room 215  
Denver, CO 80203

February 18, 2021

Mike Langston  
Langston Concrete, Inc.  
PO Box 279  
Florence, CO 81226

**Re: File No. M-2020-023, Langston Borrow Pit, 112c Decision Letter - Financial and Performance Warranty Request - Construction Material Operation**

Mike Langston:

On February 18, 2021, the Division of Reclamation, Mining and Safety approved your 112c mining permit application.

The amount of financial warranty set by the Division for this operation is \$95,765.00. You must submit a financial warranty in this amount and a performance warranty in order for us to issue a permit. In the event you have requested a financial warranty form, we have enclosed it in this letter. If you have not, please select a type of financial warranty from Rule 4.3. Then contact us so that we can provide you with the appropriate warranty form. The forms can also be found on the Division's website at <https://www.colorado.gov/pacific/drms/minerals-program-forms>. We have enclosed a performance warranty form with this letter for your use.

**PLEASE NOTE THAT MINING OPERATIONS MAY NOT COMMENCE UNTIL A PERMIT HAS BEEN ISSUED BY THE DIVISION AFTER RECEIPT OF YOUR FINANCIAL WARRANTY AND PERFORMANCE WARRANTY. A PERMIT WILL NOT BE ISSUED UNTIL WE VERIFY THE ADEQUACY OF BOTH YOUR FINANCIAL WARRANTY AND PERFORMANCE WARRANTY.**

If you have any questions, please contact me.

Sincerely,

Brock F. Bowles  
Environmental Protection Specialist





Langston Concrete Inc.  
902 South Union Street  
Florence, Co. 81226  
Ph: (719) 784-3878 Fax: (719) 784-1158

Authorization to Sign & Corporate Declaration

Date: March 16, 2023

To whom this may concern,

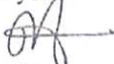
Zac Langston is an employee of Langston Concrete Inc. His responsibilities within the company are field supervisor, Corporate Secretary, equipment manager, fleet manager, office assistant, estimator, project superintendent, project scheduler, data entry, safety manager, cdl driver, concrete finisher, equipment operator, accounts payable, accounts receivable, and document processing.

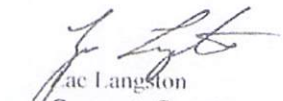
Zac Langston is also a signatory on the corporation's bank account and is authorized to sign payroll checks, accounts payable checks, and other means as necessary to conduct business in a normal manner for the benefit of Langston Concrete, Inc.

Also noted in this letter is that Langston Concrete Inc. is a corporation and the legal name for the company is Langston Concrete Inc. This letter is also signed by the parties authorized to bind the bidder to the contract.

Please accept the signatures below as evidence that the above statements are true and correct. If necessary, please call my cell phone number at (719) 371-2237 for verbal confirmation of this letter.

Thank you

  
Michael L. Langston  
President  
Langston Concrete, Inc.

  
Zac Langston  
Corporate Secretary  
Langston Concrete Inc.



Langston Concrete Inc.  
902 South Union Street  
Florence, Co. 81226  
Ph: (719) 784-3878 Fax: (719) 784-1158

Fremont County Planning and Zoning  
615 Macon Ave., #210  
Canon City, CO 81212

May 5, 2025

RE: Langston Borrow Pit

To Whom It May Concern,

Jodi Schreiber is authorized to represent Langston Concrete, Inc. through the permit process for the Langston Borrow Pit.

If any further information is needed to allow for this request, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Zac Langston", is written over the printed name and title.

Zac Langston  
Corporate Secretary  
Langston Concrete Inc.  
902 South Union Street  
P.O. Box 279  
Florence, Co. 81226  
[zlangston@newlci.com](mailto:zlangston@newlci.com)  
PH: (719) 784-3878





## Langston Concrete, Inc. Equipment List-EQUIPMENT

Year	Make	Model	VIN #	Lic. Plate	Type
	Atlas Copco	XAS 185	4500A10127R020662	391HNE	Air Compressor
	Pacemaker	unknown	unknown	PPT	Shop
2007	Superior	36X60	8419	X231041	Conveyor
2007	Superior	36X60	8421	X231035	Conveyor
2007	Superior	36X60	8420	X231038	Conveyor
2007	Superior	36X60	8418	X231040	Conveyor
2007	Superior	30X50	IDTL030454AA	X325702	Conveyor
2007	Superior	30X50	IDTL030455AA	X325701	Conveyor
	HydroScreen	7J	O427	PPT	HydroScreen
2016	Superior	36x60	U0829645	PPT	Conveyor
2016	Superior	36x60	U0829646	PPT	Conveyor
2016	Superior	36x60	U0829647	PPT	Conveyor
2016	Superior	36x60	U0829648	PPT	Conveyor
2015	Superior	36x60	829649	PPT	Conveyor
2016	Superior	36x60	U0829650	PPT	Conveyor
1994	Cedar Rapids	C5411	45290	407HNE	Cone Crusher
2007	Cedar Rapids	3054	P305422407	413HNE	Jaw Crusher
2007	Cedar Rapids	TSH7203-38	2663	412HNE	3 Deck Screen
2000	JCI	JCI7203-38	00FS01F38	846UIE	3 Deck Screen
	Turbo Cheifitan	1400	6614941	X585535	Track Screen
	Cobble Plant		Combination	PPT	Combination
2008	Lippman	6224	20080111	PPT	Portable Rip Rap
1989	CAT	D9H	90V9676	X223775	Dozer
2000	CAT	D6R	5LN02499	X231042	Dozer
1976	CAT	D8K	77V10450	X231074	Dozer
2004	Linkbelt	290LX	K5J48796	X223797	Excavator
1998	Hitachi	EX450 LC-5	16CP007551	X174548	Excavator
2006	Hitachi	ZAXIS 450-LC	FF01J3Q020062	X151147	Excavator
1998	Komatsu	PC200	A83962	X231075	Excavator
1996	Hitachi	EX400LC	1665574	X276857	Excavator
1995	Bobcat	325	511820814	X435912	Mini Exc.
2007	CAT	325DL THB	A3R00517	X457913	Excavator
1993	DAKOTA FAB	FE200	10X14931A	847UIE	Feeder Bin
1996	Gehl	1083	J1082548	X153926	Fork Lift
	Int. Harvester	Budah	unknown	PPT	Shop
	Gehl	DL10-55	10H55120140960	X457914	Fork Lift
1994	Kubota	Genset	2961414	451ETX	Generator
1974	CAT	769B	99F4156	X223798	Haul Truck
1977	CAT	769B	99F5090	X223799	Haul Truck
1977	CAT	769B	99F6754	X174550	Haul Truck
1979	CAT	769C	1X01007	X210606	Haul Truck
1992	Volvo	A30	A30V1149	X202015	Haul Truck
1996	Komatsu	WA420	A26065	X231046	Loader
2000	Case	85XT	JAF0298309	265CIW	Skid Loader
1976	CAT	950	81J05115	258CIW	Loader
1979	CAT	988B	50W04321	392HNE	Loader
1989	Bobcat	753	508614402	410HNE	Skid Loader
1988	CAT	980	63X08211	X291344	Loader
	CAT	962G	0962GJAXY00231	PPT	Pit Loader
	CAT	950G	3JW00436	PPT	Pit Loader
1998	Amida	AL400	9906-57439	457ETX	Light Plant
1998	Amida	AL400	9904-555-68	456ETX	Light Plant
1989	CAT	140G	72V12198	274CIW	Motor Grader
1998	CAT	CS-563C	4KN01175	X140770	Roller
1990	CAT	CP-563	1YJ00104	X223786	Roller
1978	CAT	627B	155001189	X223772	Scraper
1990	CAT	627E	6GB00717	X223773	Scraper
1994	Reed	Screen All	10063	275CIW	Generator
1998	Genie	GS1930	5269	PPT	Scissor Lift
2007	Superior	36X80	8448	X231039	Stacker
2007	Superior	36X60	8444	X231037	Stacker
2007	Superior	36X136TS	8455	406HNE	Telestacker
2011	Superior	36x60	201737	572ZX	Stacker
2011	Superior	36x 60	201738	BMQ232	Stacker
2015	Superior	36x60	677309	PPT	Stacker-Ish
2015	Superior	36x60	677311	PPT	Stacker-Ish
1998	Miller	Welder	KJ022200	X231044	Welder-PKP-06
	HOB	Welder	296WR04125	X231045	Welder-TRK-12
	Lincoln	Welder	A386600	PPT	Shop
TLG300/300	Lincoln	Welder	AC-299814	PPT	Shop
Syncrowave250	Miller	Welder	LA047306	PPT	Shop
Wire Feed	Miller		252 ME400232N	PPT	Shop

Identification	Year	Make	Model	VIN #	Lic. Plate	Type	Purchase Price
ST-01	Unknown	Cardinal		9706-021	PPT	Scale	\$ 15,000.00
ST-02	Unknown	Metal	10,000	10609-01	PPT	Fuel Tank	\$ 5,000.00
ST-03	Unknown	Ammco	GR25	05600P602232	PPT	Car Lift	\$ 1,000.00
ST-04		Misc	N/A	Numerous Tools	PPT	Shop Tools	\$ 3,000.00
ST-05	Unknown	Snap-On	N/A	17 Drawer	PPT	Shop Tool Box	\$ 500.00
ST-06	2008	Ranger	DST-1000-C	1022141	PPT	Tire Balancer	\$ 500.00
ST-07	Unknown	Haldex	105891	10399	PPT	Press	\$ 500.00
ST-08	Unknown	Branick	Unknown	Unknown	PPT	Tire Spreader	\$ 500.00
ST-09	Unknown	Ammco	3000	31642A	PPT	Brake Lay	\$ 1,000.00
ST-10	Unknown	Alkota	4301B	Unknown	PPT	Pressure Wash	\$ 1,200.00
ST-11	2018	DeWalt	DW756	2018 01 YL55121	6"	Bench Grinder	\$100.00
ST-12							
ST-13							

PPT= Personal Property Tax

**Langston Concrete, Inc. Equipment List--CO. TRUCKS**

Year	Make	Model	VIN #	Lic. Plate	Tire Size:	Driver	Color
1995	Ford	F-150	1FTEX14Y3SKB12208	033IDT	235/75R15	Office	White
1994	Chevy	1500	1GCFK24H4RZ255985	902NOE	265/75R16	Crushing	Blue
1996	Ford	F-250	1FTHX26F0TEA91428	UQA995		Misc	
2017	Ford	F-350	1FT8W3BT0HEB84848	PJQ433	18's		White
2000	Ford	F-550	1FDAW57F7YEE43315	928NOE	225-70R19.5		Blue
2024	Ford	F-350	1FT8W3BM0REF38040	DHTL63		Zac Langston	White
1995	Chevy	3500	1GBHC34F8SE175746	458MOI	235/85R16	Heavy Chevy	Blue
1999	Ford	F-250	1FTNW21S2XEA59841	667SIK	265/75R16	4-door	Blue
2005	Ford	F-150	1FTPW14525KF12007	AOE296	285-70R17	Misc	White
2017	Ford	F-350	1FT8W3BT5HEB84828	PJQ432	20's	Lester	White

**Langston Concrete, Inc. Equipment List--SEMIS**

Year	Make	Model	VIN #	Lic. Plate	Tire Size	Type	
1980	Kenworth	WA900	1XKWD29X3AS187707	928AUZ	11R24.5	Truck/Tractor	A-Model
1981	International	4300	D2167KGB22878	078ECD	11R24.5	Straight	Tandem
1989	Peterbilt	379	1XP5DB9X2KD269326	072ECD	11R24.5	Truck/Tractor	Old Blue
1991	International	9400	2HSFHG2R9MC049159	613ESC	11R22.5	Straight	Tandem
2001	Kenworth	T800	1XKDDU9X21R874929	413HND	11R24.5	Truck/Tractor	
1999	Kenworth	W900	1XKWDU9X5XR832367	412HND	11R24.5	Truck/Tractor	
1979	Chevrolet	C-60	C16DB9V143048	172JAO	8.25R20	Straight	Service
1981	International		1HTAA1956BHA13464	976NOE	11R22.5	Straight	Lube
1993	GMC	Topkick	1GDM7H1J6PJ500909	620MZV	11R22.5	Straight	Water
1979	International	F1954	AF195JCA27153	445HND	10.00R20	Straight	Tandem
1985	International	F2275	1HSZBJRSFHA19831	423HND	11R22.5	Bob Tail Truck	"Jason"
1995	International	D4900	1HTDSAAL3SH219506	446HND	11R22.5	Straight	Service
2009	Peterbilt	389	1XPXD8EX89D773954	610QDT	11R24.5	Truck/Tractor	RADAR
1977	International	4300	D2137GGB19901	444HND	11R24.5	Straight	Water
1985	International		1HTLDUXN5FHA61533	219RUS	11R22.5	Straight	Fuel
1988	GMC		1GDL7D180JV511983	648SIK	10.00R20	Straight	Fuel
2000	Peterbilt	379	1XP5DB9X7YD505011	426HND	11R24.5	Truck/Tractor	Gary Thompson
1999	Kenworth	W900	1XKWD89X7XR817521	428HND	11R24.5	Truck/Tractor	RED KW
1973	Peterbilt	379	52387P	158QFJ	11R24.5	Straight	Tandem
2008	Peterbilt	389	1XPWD49X38D768256	BST517	11R22.5	Truck/Tractor	
1989	Peterbilt	379	1XP5D29X0KD281796	165QFJ	11R24.5	Straight	Tandem-Rock
1985	Auto Car		1WATDCJF8FU096716	843RTQ	285/80R24.5	Straight	Tandem
1988	Kenworth		1NKWL29XJS506629	255DSQ	11R24.5	Straight	Water
1989	Peterbilt	379	1XP5D29X5KD268185	308DRQ	11R24.5	Truck/Tractor	
1997	Freightliner		1FV3HFACXVL857941	150DSQ	11R22.5	Straight	Lube
1995	Peterbilt	379	1XP5DB9X8SD394315	BHQ-031	11R24.5	Truck/Tractor	El Diablo
1999	Kenworth	T600	3WKADB9XXXF822211	QOW693	11R24.5	Truck/Tractor	
2008	Peterbilt	389	1XPWD49X18D768255	PGQ799	11R22.5	Truck/Tractor	manweiler
2009	Peterbilt	389	1XPWD49X79D791704	OAE258	11R22.5	Truck/Tractor	manweiler
1993	Freightliner		1FUYDEDB6PP475890	BSV486	11R 24.5	Tandem	
1998	Kenworth	T800	1XKDD89X2WR787186	BST530	11R24.5	Truck/Tractor	



**Langston Concrete, Inc. Equipment List--TRAILERS**

Year	Make	Model	VIN #	Lic. Plate	Type	Tire Size:
1977	GOO	blanket trl	11462	741ASL	Horse Trailer	9.50/R16.5
1995	TT	2X4 trl	4P5SH1621S1116781	C114528	Car Traller	235/75R15
2001	TITAN	DOUGS JOB	5DZC8202711001814	767OJV	Cargo Trailer	255/85R16
1991	CM	Horse Trailer	49TSB1624M1002968	509HNE	Horse Trailer	235/75R15
1978	Hilsboro		8137	010RHO	Goose Flat	9.50/R16.5
1986	PIT	old lowboy	PE9LB50T3GP901178	314PTT	Drop Deck	255/70R22.5
1967	STR	crusher tools	P581427	193PTT	Van	11R24.5
1999	PAR	footer form	13ZGF2427X1004128	886MZV	Goose Flat	235/85R16
2005	LOAD TRAIL	skid ldr trl	5L8GF252451411509	531IJK	Goose Flat	235/85R16
1970	Timpte	COF3T40	19459	454IJK	Drop Deck	11R24.5
1999	TRTL	Car Trailer	DMVPS36746NV	882ZXO	Car Trailer	235/75R15
1960	FRUHOFF	lube trailer	VVA131901	192PTT	Van	11R24.5
2008	TRAIL KING	LOWBOY	1TKJ053338M066613	805SIK	Low Boy	275/70R22.5
2008	TRAIL KING	BOOSTER	1TKS014128M066614		Booster	275/70R22.5
1993	BLA	OFFICE TRL	0S830MP933946	458ETX	Office Trailer	8-14.5
1994	BIG TEX	Press. Wash	16VPX1228R1E51643	190PTT	Car Trailer	205/70R15
2008	LOAD KING	BELLY DUMP	5LKD4027181027179	654XTV	Belly Dump	11R24.5
2008	LOAD KING	BELLY DUMP	5LKD4023481027173	315PTT	Belly Dump	11R24.5
1960	FRUHOFF	VA6/S2/40	AV331206	C114730	Van	11.00R20
1987	HMD	Power Trowl	ID145777CO	653ASL	Goose Flat	7.00-15
1999	HMD	STAMP TRL	ID52001664CO	C114763	Cargo Trailer	235/85R16
1996	J & L	CARGO EXP.	1CE11716T19962269	334PTT	Van	225/75R15
1984	BUDD	Control Van	1BK10VU11EE206514	695ASL	Van	11R22.5
1999	HMD	backhoe trl	ID148144CO	863LUY	Flat	235/85R16
1985	FRO	Horse Trailer	1983	CO15846	Horse Trailer	235/85R15
1993	M M	GEN TRL	4AGAU10S3PC018447	360MDN	Van	11R24.5
1978	TRA	Wall Form	TC11773	310CIW	Drop Deck	10.00R15
2001	CM	wayne's job	49TCG202111049097	758ASL	Cargo Trailer	235/85R16
1991	HomeMade	End Dump	ID146328CO	929GQR	End Dump	11R24.5
1961	HOBBS	Float Trl	947721	801GQR	35' Float	285/80R24.5
1998	Ranco	End Dump	1R9ESB504WL008772	338TYY	End Dump	11R24.5
2008	LOAD KING	BELLY DUMP	5LKD4023181027177	929YAD	Belly Dump	11R24.5
1998	FRUHOFF	FLOAT TRL	1JJF482F5WS439746	703TLO	48' Float	11R24.5
1998	TEMPTE	Old Skid Trl	16818P70XW0700618	143UVH	Car Trailer	235/85R16
1995	MON	GEN TRL	1NNVA2819SM248126	399HNE	Misc	275/80R22.5
1999	Ranco	End Dump	1R9ESC507XL008028	641ULY	End Dump	11R24.5
1994	Ranco	End Dump	1R9ESB503RL008010	438VDH	End Dump	11R24.5
1990	3 Axle	LOWBOY	1L74S483XLAC01622	802GQR	Low Boy	225/70R22.5
1998	Ranco	End Dump	1R9ESD509WL008735	703MQJ	End Dump	11R24.5
1996	Lufkin	Material Handl.	1L01C3822T1123057	QPA328	Material	11R24.5
1990	HomeMade	End Dump	AZ151873	QPA371	End Dump	11R24.5
1990	Lufkin	Lufkin/Material	1L01C3823L1088013	QPA455	Material	11R24.5
1985	Eager Beaver	FB	112HD8204FA090050	RCR338	Flat	8.75R16.5

Year	Make	Model	VIN #	Lic. Plate	Tire Size:	Color
2003	Kenworth	W900	1NKWL00X43J395795	AFKC29	11r22.5	White
2007	Mack	CV513	1M2AG02C97M003131	AFKC30	11r22.5	White
2004	Mack	CV513	1M2AG02C14M001725	AFKC31		White
2000	Peterbilt	357	1NPAL00X7YS532427	CGBD33	11r22.5	White
2001	Kenworth	W900	1NKWL00X71R876543	CGBD39	11r24.5	White
2004	Kenworth	W900	1NKWL0EXX4R057281	CGBF40	11r22.5	White
2001	Kenworth	W900	1NKWL00X51J871579	AFKC33	11r22.5	White
2007	Kenworth	W900	1NKWL00X27R178298	AFKC32	11r22.5	White
2002	Mack	600	1M2P264C32M034148	AFKC45		
2008	International	5500	1HTXLAHT08J046995	AFKC35		White
2005	Mack	CV513	1M2AG02C45M001896	AFKC37		White
2005	Mack	CV513	1M2AG02C85M001898	AFKC38		White
2007	Kenworth	W900	1NKWL00X87J163285	AFKF42		White
1994	OshKosh	FrontDischarge	10T3R0HH3R1050617	AFKF43	11r22.5	White



## Exhibit D: Mining Plan

See also Exhibit C "Mining Plan Map."

The future use of the existing land is for residential development. The City of Florence is the closest municipal district in the area and has seen limited growth in the last several years. It is our intention to create a development of the modern age with newer high-end homes not commonly found in the local area. The property is "off the beaten path" and secluded enough to make one feel like they are deep in the country-side, yet only a few minutes away from a historic shopping district, a great school district, emergency services, sustainable jobs, and a neat little community.

As of 2020 the only access into the property is from County Road 79. Since the majority of the prime building locations are on top of an elevated mesa, it is necessary to cut an access road into the property for adequate egress. The initial plan was to simply cut a switch back into the side of the mesa, in an East to West fashion, to gain access to the upper mesa. However, after studying the contour of the land and how mother nature responds to the area, it was decided an access road into the North side of a plateau not a good idea and would cause access issues in the winter months. The grade is too steep within the confinements of the property boundaries and the snow will not melt off it in the winter months. And, since the easement trench is already slicing the development property in half, it made more sense to utilize it as a road. Also, the majority of subdivisions have utilities located in the roads anyway for maintenance access.

It was also recently decided that potential development of the land might yield less resistance from adjacent property owners if newly developed homes were built in a manner as to not block the views of the existing residences located in the High Meadows subdivision adjacent to the Southern border of the property. In order to achieve this, excavating the entire site down will allow the future homes to be located at an elevation lower than that of the existing residences in the area. Thereby allowing existing homes to "look over" the newly developed home sites.

This will also bring the new developments closer to a water feature in the area. The Minnequa Canal runs parallel to the property on the North East boundary. The canal flows West to East. If the area is excavated out and the new homes are placed at an elevation closer to the canal, the value of the properties has the potential to increase in value. History has shown that "water front" property can fetch a better dollar value per acre than that of non.

Langston Concrete Inc. Plans on removing material from the East side of the existing sanitary sewer right-of-way to begin with. This activity will foster an access road into the area where the rest of the material removal activity will occur. The operation will occur from North to South. And be just wide enough to gain access with a road.

Once the East side is complete, we plan on moving the material removal operation to the West side of the existing sanitary sewer right-of-way. This operation will also occur in a North to





South pattern. Again, just wide enough for a road. The removal of material in this area is necessary for the protection of the existing facility structure already in place. The existing right-of-way trench left over from the initial installation of the sanitary sewer line is currently failing and eroding. It is also rather narrow. The existing earthen material is beginning to cover the manholes.

We realize this issue is not our problem. However, in an effort to build a strong relationship, we have offered to perform this service free of charge to the local sanitation district. It is a fair trade as we are gaining better access to the mesa and they are gaining a clean right-of-way with less maintenance liability.

There also exists an overhead utility line that runs across the property in a South East to North West manner. This overhead utility line runs parallel with the sanitary sewer. This overhead utility is what we would like to utilize as the majority of the Western boundary of the excavation. After much consideration and cost association, we have come to the conclusion that attempting to lower/move this utility will come at too high of a cost to outweigh the benefit.

Also, since homes cannot be built in the overhead utility right-of-way, there makes little economic sense to alter the land as it is; only to not be able to build on it. Therefore, the area within the overhead utility right-of-way will remain untouched and will become the remaining feature of the mesa in the area for the newly developed homes to be built on. This will obviously block the view of a few High Meadows subdivision residences on the Western edge of the subdivision. However, as is the norm in reality, we have 'given' a little by offering to lower the homes on the Eastern edge of the property and will ask to 'take' the grace and favor of the neighboring subdivision to look the other way on the Western half. We believe this will not be too much to ask for as the Western half of the High Meadows subdivision is currently undeveloped and has remained that way for some time now. We all must give a little, as well as take a little every now and then. It will also allow us the option to offer future home sites of different value and character within the subdivision. We will have the "water-front" property on the East available as well as the "mesa" building sites to the West.

Once the access road is developed and wide enough to be used, material removal operations will work to the East to finish out the over-lot excavation of the "water-front" property. The excavation will continue to the Eastern most boundary and should plateau out.

There will be no need for sloping for reclamation of any kind on the East side of the excavation. A berm will be necessary for the duration of material extraction for safety compliance, but will be removed once development activities commence. This will also apply to the Northern boundary as the existing Minnequa Canal excavation. Since the majority of the property is on a mesa, there is no sloping or shaping that will be necessary. The material will be pulled back into the excavation and loaded on trucks and exported. Tandem axle dump trucks, semi-tractor trailers, loaders and excavators will be utilized for the primary material removal activity.

On the Western and Southern boundary there will exist a need to back slope and reclaim these borders. Some of the material excavated as overburden, and/or topsoil, on the property will be





stockpiled and properly managed for the duration of material extraction activities. This material will be utilized near the end of the excavation for placing on the backslopes & floor for reclamation. We estimate there to be approximately 1' - 3' of soil. All of this material will be salvaged for reclamation purposes and shall be mixed together prior to installation for those purposes.

Towards the beginning of excavation, the material will be placed within the previously disturbed area on the South side of the property; directly to the North of the High Meadows HOA vacant land that sits approximately due East of the High Meadows Subdivision. There is logistically nowhere else to put the material until some of the land is cleared off and more open space is available. This location provides an area that is already a depression, in nature, and naturally controls stormwater from running off. It is not a pond, but it slopes to the North and is backed up into the area proposed to be excavated later within this permit application. Additional topsoil/planting media information can be found in Exhibit I of this application. Vegetation information can be found in Exhibit J of this application.

Once the material is in place and compacted and the slope is developed, hydro-seeding will occur for the revegetation of the reclaimed land. The access road in and out of the property will also not be reclaimed as that will transition into the subdivision access road and will remain a gravel surface.

We plan on excavating approximately three acres at a time. The primary direction of excavation is to the East, in a North-South manner. Meaning, material will be removed from West to East, but the excavation will occur from North to South. We will remove a "slot" the entire length of the property, then move to the East and do it again. We believe the deposit to be roughly 20' deep on the North end and will taper down at the South end. We do not plan on moving equipment to the site and removing ALL the soil/vegetative material off all 22 acres at once. We will remove approximately three acres at once, excavate the material under the soil, move, remove approximately three acres of soil/vegetative material, excavate the material under the soil, move and so on.

We anticipate this to be an intermittent operation. We do not plan on being on the site 24/7 for 365 days a year. As explained before, we are not financially capable of cash flowing this operation. The excavation will commence and cease when funds depict. Also, we are too busy in the summer months when construction season is in full swing. We plan on utilizing existing resources owned by the company. (ie trucks, excavators, loaders) We anticipate the majority of this work occurring in the winter months when construction season is slow; when we anticipate we will have time.

Stormwater control is going to be interesting. Given that we are excavating off a bluff, there is no place to put a sediment pond until some area of the bluff is removed. As it sits currently, whatever stormwater run-off there may be drains off the bluff and does what it wants. It is apparent that not much run off occurs currently given the average rainfall per year is minimal and the fact that the ground is covered in vegetation.

# LANGSTON

## CONCRETE INC.

As soon as there is space available for a stormwater detention pond, one will be installed. We are anticipating this being on the North-Western side of the permitted excavated area. Not the access road area, but rather in the area that is actually going to be excavated. This will be near where the access road inclines up from the valley floor onto the bluff.

# LANGSTON

## CONCRETE INC.



## Exhibit E: Reclamation Plan

The property is intended to be subdivided & developed for residential homes to be built.

We anticipate excavating topsoil & overburden from the proposed material removal area and stockpiling it on site. Stockpiles will be managed properly for stormwater management requirements while excavation is occurring on the property. This material will be used in the reclamation efforts after the desired material is excavated out of the area of proposed permitting.

Reclamation efforts are only anticipated on the Southern & Western border of the property. In these areas, the land will be laid back at a 3:1 or 4:1 slope. The topsoil/overburden that was stockpiled prior to excavation activities commencing will then be placed on the slopes and compacted with a track mounted machine.

Once the slopes are "tracked-in," a third party hydro-seeding organization will be contracted to hydroseed the slopes with a native grass seed. We anticipate working with our third party hydroseed company and the NRCS (Natural Resources Conservation Service) to provide us a study for the discovery of plant life that will flourish in the local region and seed the area with whatever the study finds.

The Eastern & Northern boundaries of the proposed site are not anticipated to need any reclamation as we will be "daylighting" the excavation on the face of the existing mesa that makes up the contour of the land. The land leftover from the excavation shall be a new "bench" where the subdivision homes and roads will be built. It is estimated the bench will be roughly 15'-20' deep.

Either way, the reclamation efforts will follow the material removal efforts as material is excavated. As soon as a manageable area is excavated out, we will reclaim behind ourselves. This should allow for about a  $\frac{3}{4}$  to  $\frac{1}{4}$  ratio. (roughly)  $\frac{3}{4}$  of what is open will be for excavation and  $\frac{1}{4}$  will be reclaimed. This will allow adequate access to the dig area with machinery & trucks.

We do not anticipate any refuse and/or acid forming/toxic producing materials in this operation.

We also do not anticipate importing any fill of any kind onto the property. All onsite materials will be utilized for reclamation.

