

March 18, 1988

TO: File

FROM: R. Harden, Reclamation Engineer RE: Conditional Approval Response, As-Built Unit Train Loadout  
Submittal, Castle Gate Coal Company, ACT/007/004-8TC,  
Folder #2, Carbon County, UtahUMC 817.160 Class II Roads - JRH

The operator has indicated that the bridge constructed of railroad cars is to remain for the life of the loadout and until such time as the facility is dismantled. The elevation and drainage control map indicates that this is to be a temporary bridge. In the event that the operator wishes to leave the bridge intact for the life of the facilities, the drawing should so reflect. Additionally, a profile along the bridge should also be provided to indicate that the structure is capable of passing high flow periods throughout the life of the facility. In accordance with the regulations, this bridge and the approach on both sides of the bridge should be considered as a Class II road, in which case the bridge should be shown to be capable of passing the 100 year - 24 hour event. The operator shall also need to show drainage control of the roadway leading to and over the bridge and indicate erosion and sediment control. A description of the operation, maintenance, and reclamation of the bridge and the road should also be included in the plan.

The operator has indicated that the total disturbed area for the unit train loadout facility is .6 acres. According to the drawing provided and the scale indicated, the site is closer to .2 acres. The operator needs to provide a clarification of the disturbed area boundaries for the facility. Additionally, the plan view of the loadout facility should be carried across the Price River to show the adjoining permit area on the opposite side of the river for reference, and indicate the stream channel buffer zones.

jr  
cc: W. Hedberg  
"B" Team  
1384R/45